

had been no fire in the room from half-past five o'clock, and the impression is that the shop must have been set on fire.

Seaforth, Ont., April.—Scoble's mill, in Stanley Township, was burned to the ground; the loss is stated at \$1,000. No insurance.

Mitchell, Ont., April 13.—The *Advocate* gives some additional particulars respecting the recent extensive fire at this place:—"As yet it is a mystery how the fire originated, but it started in the building occupied by McQuade. The two buildings, used as stores, at the east end, were owned by George Awty, insured for 1,000; George Ritz's stock of furniture was insured for \$400; the grocery and liquors of George Barrett were insured for \$800. There were three shops in the next building, which were owned by R. B. Stephens and James Porter, and insured jointly in the sum of \$1,200; one was occupied by McQuade, whose stock was insured for \$400; the next was unoccupied, C. Lynde having moved out of it a few days previously. The next was occupied as a dry goods and grocery store by James Porter, the village clerk, on whose goods there was an insurance of \$800. This gentleman lost very heavily, something like \$2,000 over and above his insurance. Thos. Ford, of Fullarton, owned the next building, insured for \$700. It was occupied by O. Sinclair, as a hardware store, whose stock was insured for \$1,000. The next was a brick building, owned by Ebenezer Miller, of Hibbert, damaged about \$300. No insurance. Peterson & Hueston were the occupants as general merchants; stock saved, but in a badly damaged state. Insured for \$2,000. In Awty's building were four families, all of whom saved their furniture, but in a damaged condition. In addition to those losses, there were several back buildings and a large quantity of fire-wood destroyed."

—The Aetna Live Stock Insurance Company, of Hartford, which stopped some time since, offers to compromise with Canadian claimants at 50 per cent off the amount of such claims—a very good illustration of the wisdom of exacting a deposit from foreign insurance companies.

Financial.

TORONTO STOCK MARKET.

(Reported by Pellatt & Osler, Brokers.)

Business has been very inactive for the past week; Government and County Bonds continue to be the favorite investment.

Bank Stocks.—Sales of Montreal were made at 145 and 145½ during the week, but closed in demand at 146, and no sellers under 147. Buyers would give 105 for British America, with little offering. Small Sales of Ontario were made at par; little offering under 100½. Toronto is offered at 121, with no buyers over 120. Some sales of Royal Canadian were made at 79, sellers generally asking 80. Commerce sold at 102 and 102½, and is still offering at that rate. Transactions in Gore are reported at 38½ and 39, closing heavy at the former rate. Sales of Merchants' were made at 107½, and there is little demand. Quebec has advanced to 102½, with little in market. Sales of Molson's were made at 108½ and 109. For Bank du Peuple 108 would be paid; little doing. Jacques Cartier is wanted at 109; none offering under 110. No Union in market; 105 and 105½ would be paid. Transfer books of Nationale and Mechanics closed. City nominal.

Debentures.—No Canada of any kind offering. Dominion Stock is still in demand at 107. Toronto nominal; none offering. First-class County are offered at very high rates.

Sundries.—Small sales of City Gas were made at 107½, which rate is still offered. There were transactions in British America Assurance at 55½ and 56. Sales of Canada Permanent Building Society were made at 125½ and 126; there are buy-

ers at the former and sellers at the latter rate. Small lots of Western Canada B. S. are offering at 121; transactions unimportant. Large sales of Freehold B. S. were made at 112½, which rate would still be paid. Seventy-nine would be paid for Canada Landed Credit; none on the market. Several mortgages have been placed during the week to pay from 8 to 10 per cent. Money continues scarce, and high rates are paid on first-class paper.

BANKING AND CURRENCY.—The Commons Committee on Banking is composed of the following:—Sir John A. Macdonald, Messrs. Rose, J. S. Macdonald, Wood, Mackenzie, Gibbs, Blake, Sir G. E. Cartier, Galt, Holton, Chauveau, Dunkin, Tilley, Smith, D. A. Macdonald and Campbell.

A STATEMENT of the engagements which the Dominion has to meet at an early date.—Approximate.

Amount of Loan due to the Province of Ontario.....	\$ 500,000
Amount payable to do. on 29th Sept., on account of subsidy.....	300,000
Amount for redemption of 7 per cent. debentures, due 1st. September.....	887,000
Amount of loans per Bank of Montreal, due on 30th September.....	\$1,000,000
Amount do. 31st December..	1,500,000
	2,500,000
Amount payable on account of Nova Scotia and New Brunswick, on account of works.....	700,000
Amount balances due to financial agents in London.....	973,333
Total.....	\$5,860,333

Finance Department, Ottawa, August, 27th, 1868.

A STATEMENT of the amount deposited on account of the Intercolonial Loan, together with other balances available to the Government.—Approximate.

Deposit on account Intercolonial Loan	\$2,000,000
Balances in Banks in Canada.....	1,200,000
Instalments on account—	
Intercolonial Loan payable in October	2,500,000
Bank balance on account of silver.....	500,000
Total.....	\$6,200,000

Finance Department, Ottawa, August 27th, 1868.

BANK OF UPPER CANADA.—In the House of Commons, on Friday, the 23d,

Mr. Mackenzie moved for copies of all correspondence between the Government and the Trustees appointed, under Cap. 17, 31st Vic., on the Corporation of the Bank of Upper Canada, and copies of all Orders in Council or other documents connected therewith. He explained that when the Bill of last session passed the House there was a general demand that there should be an enquiry into the winding up of the affairs of the institution. He was satisfied that the trust reposed in the Trustees had not been exercised with the accuracy and despatch that should have been used. He did not desire to enter upon a discussion of the matter. He merely gave his reasons for asking for the documents to such an extent as the Government see fit to bring down. It was a matter which required considerable discussion; but he would cheerfully hold to the decision of the Government.

Mr. Rose thought that he (Mr. Mackenzie) was right in asking for these papers, as the Bank of Upper Canada was an institution of public interest.

Mr. Street was sure the trustees were exercising their rights by all possible means to convert the property to the interest of the shareholders, and all interested in the winding up of the estate.

Mr. Mackenzie did not question the honesty of the trustees; but he thought there was not the proper expedition used.

—A general meeting of the creditors of W. R. Brown & Co., was held on the 27th. Their liabilities are stated at \$115,640, of which \$25,000 was secured by mortgage; \$7,500 are immediately available. The assignee stated that the estate shows about five cents in the dollar. The Royal Canadian Bank has filed a bill for the foreclosure of a mortgage held by the Bank, but the assignee has filed an answer to that bill. Efforts are being made to get hold of Brown's property in the States. A bill has also been filed to set aside the settlement made on Mrs. Chewett.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending April 9, 1869.

Passengers.....	\$31,074 03
Freight.....	57,283 86
Mails and Sundries.....	2,173 54

Total Receipts for week.....	\$90,531 43
Corresponding week, 1868.....	88,042 17

Increase..... \$2,489 20

NORTHERN RAILWAY.—Traffic receipts for week ending April 17th, 1869.

Passengers.....	\$2,711 05
Freight and live stock.....	8,423 78
Mails and sundries.....	260 20

Corresponding Week of '68.....	\$11,395 03
	11,303 60

Increase..... \$91 43

FARES BY THE PACIFIC RAILWAY.—First-class passage by rail from New York to Chicago, a distance of 960 miles, costs 24 cents a mile. At the same rate a first class passage from New York to San Francisco would cost about \$82.50 in greenbacks. The present charges on the Pacific Railroad are at the rate of 5 cents per mile on the Union, and 10 cents per mile, gold, on the Central. At these figures, and reducing the charges to gold rates, calculating 75 cents on the dollar, we get the following approximate estimates of the cost of a first class through ticket:

	Miles.	Fare.
New York to Chicago.....	900	\$18.75
Chicago to Omaha.....	496	17.53
Omaha to Salt Lake.....	1,070	40.13
Salt Lake to San Francisco.....	775	77.50
Total.....	3,290	\$153.91

In the statement of distances, six miles should be added for ferrage from Oakland to San Francisco, making a total of 3,305 miles. We have assumed that the Union and Central Pacific will meet at the head of Salt Lake, 775 miles east of the Bay of San Francisco. For this distance, not quite one-fourth of the entire distance to New York, the charge on the Central Pacific is a little over that for the remaining three-fourths of the journey. The company has given a promise, which its interests will require it to keep, materially to reduce its rates of fare in July next; when, we may presume, they will not exceed the rate charged on the Union Pacific, and between Chicago and Omaha, and which we have placed at five cents in currency. This would reduce the charge on the Central to \$38.75 gold, and the cost of a through trip to \$115.16.

COAL MINES.—We regret to learn that the fire in the Poord Pit, Albion Mines, is likely to prove a more serious affair than was one time anticipated. On Wednesday evening last, several explosions occurred, since which time we have not learned any further particulars.—*Eastern Chronicle*, 3rd April.