

ASSETS.	
Specie and Bank balances.....	\$47,393 85
Mortgages.....	62,580 85
Real estate.....	1,673,623 37
Railway stock, debentures.....	35,282 52
Bills, judgments, &c.....	2,225,469 30
Government debentures.....	17,591 99

Total.....\$4,061,941 88

The balance to credit of profit and loss was, therefore, \$1,489,934.37. The statement laid before the meeting of Wednesday, as of November 1st, 1868, places the present balance at \$635,019.72. While the liabilities have been reduced by \$765,424.54, the assets has been diminished by \$1,620,339.19, showing, thus far, a loss of \$854,914.65.

Since 1866 the liabilities have been reduced as follows:

On circulation and deposits.....	\$622,487
Glyn & Co.....	126,938
Government debt.....	16,000

Total.....\$765,425

On the other hand, the assets have been reduced in this way:

Cash and Bank balances.....	\$32,451
Government Securities.....	17,592
Bonds and Debentures.....	22,471
Real Estate.....	448,673
Bills, Judgments, &c.....	1,189,963

\$1,711,130

Mortgages increased.....90,790

Total.....\$1,620,340

Of this sum of \$1,620,340, about \$630,000 have been written into debts irrecoverable. This would leave assets realized to the extent of \$1,009,660 by a reduction in liabilities of \$765,425. The difference between these two amounts, or \$244,235, represents the net loss on realization. Losses on real estate sold have probably footed up to \$180,000. Within the last six months, \$50,000 have been lost in the compounding of doubtful debts. The loss on real estate has been very heavy, proving how absurd was the valuation placed upon the lands owned by the bank. In fact, the real estate asset may be taken to represent a value between forty and fifty per cent. below that at which it was handed over to the Trustees.

OWING to the pressure upon our space, we are compelled to leave over till next week an account of the proceedings of the meeting of the shareholders of the Gore Bank, at Hamilton, as well as other interesting matter.

SCHOONER BURLINGTON.—In the gale of Saturday last, the 30th ult., this vessel, when about four miles off Grimsby, became unmanageable, and sunk in eighty feet of water. Her crew were not off her more than three minutes before she went under. Her cargo consisted of 6000 bushels of white wheat, valued at \$3,100. Hull and cargo are both a total loss. She was rated P. 1, and valued at \$2,200. The cargo was insured in the Montreal Assurance Company for \$8000.

Insurance.

INSURANCE MATTERS IN MONTREAL.

(From a Correspondent.)

MONTREAL, Nov. 3rd, 1868.

Since my last, two or three incendiary fires have occurred. A stable in St. Monique St., was burned, and a most impudent attempt was made to set fire to the premises of Messrs. Evans, Mercer & Co., on Notre Dame St., in broad day light by some scoundrel, who has little fear of fire marshal or corporation rewards before his eyes. Talking of fire marshals that functionary has got into hot water again. This time however he is forced into good company. It appears that the Sheriff by order of the Attorney-General of Quebec, gave him possession of a juryroom in the Court House for the purpose of carrying on his investigations. His Honor Judge Berthelot objected to this proceeding, and ordered the Sheriff to resume the room for its legitimate purposes; instead of doing so, the Sheriff gave his reasons and showed a written authority from Attorney-General Ouimet. His Honor fined the Sheriff \$25 for contempt and issued a fresh order for ejection of the parties. The matter stands thus at present, both parties are obstinate and determined to carry their point, so there is no saying how the affair may end. This is one of the first conflicts between local and federal governments, let us hope that the struggle for State Rights may not eventuate as in the States a few years ago and lead to a rebellion.

FIRE RECORD.—A barn owned by a man named Maguire, north of Duffin's Creek, was destroyed. No insurance.

Quebec.—There were two unimportant fires here recently; one in a house on the corner of St. Louis and St. Ursule streets, and the other on Nouvelle Street. Not much damage was done.

St. John, N. B., Nov. 2.—The residence of Mr. Perkins, Rothsay, was destroyed by fire this morning. Insurance, \$3,300.

Nictaux, N. B.—The saw mill, grist mill, and carding machine, owned by Mr. Samuel McKewen, at Nictaux Falls, were totally destroyed by fire. The loss is estimated at \$4,000. No insurance.

Some wretches attempted to fire the steam mills of Mr. Merrill, in the south-west part of Burford, county of Brant. Fortunately the attempt was detected in time to frustrate the fiendish purpose. A reward of \$100 has been offered for the apprehension and conviction of the parties.

MARINE RECORD.—The Steamer Grecian struck in the Gallop Rapids, River St. Lawrence; she was run into a cove and sunk in fourteen feet of water. Insured for about \$32,000. The passengers and freight all saved; her place on the route will be supplied by the "Champion" of the same line. The "Grecian" will be raised, brought to Kingston and placed in dry stock.

The schooner Lady Moulton, of Montreal, downward bound, arrived at Detroit on Saturday in a disabled condition. While sailing into the Detroit river, and just about Hog Island, she was met with by a tow of two vessels bound up, the forward one being the schooner Minnie Jansson, struck her, carrying away her bowsprit, jibboom, and headgear, besides minor damage to her bows. She succeeded in reaching port, and is now repairing. She has a cargo of walnut lumber, from Chatham for Buffalo.

The schooner Frances, Captain William Parker, Master, left St. John, the 19th inst., for Granville, Nova Scotia, where she belonged. The snow was raging when she left, and as she proceeded it increased to be a perfect tempest. The darkness of night came on. She missed the Gut, and went ashore about ten miles above Digby, and soon became a perfect wreck. She had on board goods to

a considerable amount, shipped for Bridgetown and other ports, which were considerably injured, if not a total loss. Fortunately, all on board the ill-fated vessel reached the shore safely.

A Quebec letter reports the total loss of the schooner Marie Louise, from Quebec, at the mouth of the Miramichi river. She was loaded with flour. The ship Napier, is also reported aground near Batiscan. The Decodara and Chipawa have arrived.

PORT ROWAN, Nov. 2.—The schooner Scandinavia, bound from Chicago to Oswego with 12,000 bushels wheat, went ashore about ten miles above this place, at 4 p.m. on the 30th ult. The vessel sunk in twelve feet of water, and is a total wreck. The crew and the Captain's wife took to the rigging and remained there until 10 a.m. yesterday, when they were rescued in an exhausted condition.

DETROIT, Oct. 30.—The propeller "Compass" from Buffalo for Chicago, loaded with railroad iron and salt, was totally destroyed by fire on the 29th, near Thunder Bay. Crew saved. She was valued at thirty thousand dollars and insured for twenty thousand dollars.

PORT COLBORNE, Nov. 2.—The captain of the "Grace Whitney" reports passing a sunken vessel, off Port Burwell, on Saturday morning early. Three men were at the mast-head, but the Whitney could render no assistance, owing to the gale and high sea.

—The schooner *Defiance*, which went ashore on Snake Island reef, has been got off.

The captain of the "Mountaineer" reports seeing a large black barque, supposed to be loaded with lumber, water-logged, about forty miles south-west of Long Point. There were four or five men on the quarter-deck. He tried for over two hours to get them off, but could do nothing as the sea was so high. He also saw the sunken vessel, but there was only one man then on her.

The captain of schooner "Light Guard" reports seeing two barges, the "Empire" and the "Cleveland," loaded with lumber, water-logged in the middle of the lake. There were no persons on her. It is supposed they were taken off by the tug which had them in tow.

Captains say that on the night of the 29th and 30th Oct. they had the heaviest weather they ever experienced.

The brig H. Boney, of Kingston, arrived with the entire board and top-sail gone.

The schooner Amoskeag lost her jib. The "Caroline," of Cobourg, lost her foremast. She saw a large barque run under Long Island with all her canvas gone. Several other vessels which arrived yesterday and to-day were damaged more or less.

The steamer Leeds struck on a rock while running the Chute au Blandeau, in the Ottawa River, and sunk in forty feet of water. No one lost. She is expected to be raised at once.

WRECKING UNDER DIFFICULTIES.—We give the following curious story, from the Buffalo Commercial Advertiser, for what it may be worth:—The Canadian bark *Arabia*, with a cargo of wheat from Chicago to Montreal, was stranded at Port Colborne, head of Welland Canal, on the night of the 7th, in the severe storm then raging. The vessel pounded over one reef, and finally brought up in a deep bight on the edge of and between two long shoal reefs of rocks. The cargo was insured in the National Insurance Company of Boston, and other American companies. The vessel was insured in Canadian companies. Captain John Rice was dispatched by the agents of the National Insurance Co. from Buffalo, with tug-pump and barge lighter, to the relief of the cargo and vessel. The marine inspector of the Canadian company, insurers of the hull, being also at the wreck, a conflict of authority commenced. The master of the vessel declining to take any positive position, caused much delay. The insurers on the hull refused to permit the pump to be placed on board, as the vessel did not leak much, or the cargo to be light-