

\$6. The others, at this writing have not been heard from. All of the Fire Companies are understood to have done a successful business the last six months, and to have added somewhat to their surpluses, besides saving the handsome dividend just declared. The following are the latest quotations of Insurance stocks in Hartford:

Fire Insurance Companies.

	Bid.	Asked.
Ætna	217	220
Hartford	230	...
Connecticut	140	...
Phoenix	230	...
City	167	180
Charter Oak, par \$50	54	55
North American	125	130
Merchants'	220	...
Putnam	92½	95

Life Insurance Stocks.

Ætna Life	210	225
Travellers' (Accident)	103	106
Hartford Life & Ann	75	82
Continental	128	130
Conn. General	98	99½

AMALGAMATION.—An extraordinary general meeting of the shareholders of the Progress Assurance Company was held in London on the 24th June, when the transfer of the business to the United Ports and General Insurance Company was unanimously confirmed, as was a resolution to wind up the company voluntarily under the supervision of the court.

THE PASSPORT.—This steamer, in making the down trip, passed the first rapid, and was about entering the second, when the chain attached to the rudder gave away. Control of the vessel was for a moment lost. She made a wide sweep to the right, but was brought to again by the men at the tiller, four men being always at the wheel and four at the tiller. The engines were immediately reversed, and both anchors let go. Finding that it would be impossible to repair the chain before dark, the Captain very wisely determined to remain there all night. She arrived in port next morning, 5 o'clock.

LONGEVITY IN MARRIAGE.—It appears that between the ages of 20 and 25, the number of deaths among bachelors is double those that occur among married men. This inequality of mortality diminishes during subsequent ages, but always remains on the side of the married men. The average age attained by married men, from the age of 20 to the end of life, is 59½ years, while that of the bachelor is only 40. In other words, a young man after the age of 20 unmarried, is likely to live 20 years longer; but married, 39½ years longer. After the age of 25, the average age reached by married men is a little over 60, while it is not quite 48 for bachelors. This curious fact shows that the chances of life vary with every age, and that the mere fact of one's having attained a certain period is an earnest of sufficient vital powers to carry us to a later age. It is an indisputable fact, that one-half the bachelors die before reaching the age of 30, while, on the contrary, an immense majority of married men live to between 60 and 80 years. Among females, the difference in the duration of life between the married and unmarried woman is not so great as among the other sex: nevertheless that difference is very largely in favor of the married. In wedlock, it is true, females are more subject to premature death than otherwise, from 15 to 30, but they find ample compensation between the ages of 35 and 45, when spinsters in their turn die in much greater numbers; and beyond the age of 50, the advantage is constantly in favor of the married woman.—*Ins. Journal.*

CONDITION OF LIMITATION IN POLICIES AS TO SUITS THEREON.—The Supreme Court of the United States, in a case of Riddleberger vs. Hartford Fire Ins. Co., has affirmed the validity of the condition in policies, "that no action against the company for the recovery of any claim upon the

policy shall be sustained, unless commenced within twelve months after the loss shall have occurred," &c. The condition is not even affected by the fact that an action which was dismissed, had been commenced within the stipulated period. A stipulation to refer all disputes to arbitration stands on a different footing, as an attempt to oust the courts of jurisdiction.

—A despatch from Plymouth, Eng., of the 6th July, says:—The ship Cavalier, Capt. Manson, of Aberdeen, which cleared from Quebec, Canada, on May 31st for London, has arrived at this port waterlogged, having been run into by a Bremen mail steamer.

—The schooner Lafayette Cook, with a cargo of lumber for Kingston, stranded in the Saginaw Bay, Mich., on the 10th July. Insured in the British America and Ætna for \$6,000. Steam pumps and wrecking material have already been dispatched to her assistance.

Railway News.

NORTHERN RAILWAY.—Traffic receipts for week ending July 3, 1869.

Passengers	\$4,942 54
Freight and live stock	13,125 18
Mails and sundries	2,248 39

Corresponding Week of '68	\$20,316 11
Increase	15,916 79

GREAT WESTERN RAILWAY.—Traffic for week ending June 25, 1869.

Passengers	\$31,736 72
Freight	33,094 22
Mails and Sundries	2,076 87

Total Receipts for week	\$66,907 81
Corresponding week, 1868	57,282 84

Increase	\$9,624 97
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GREAT WESTERN RAILWAY.—It is stated that the Company have received applications for the whole of the unissued portion of their new 5 per cent. stock, which is issued at 80 per cent., and which up to the year 1880 is convertible at the option of the holders into ordinary shares of the Company. The 6 per cents. of the Company, which have no such convertible rights, being at par, 5 per cents., with the option of conversion, must be worth more than 80, especially if the line prosper as it seems likely to do. This week ending June 18th, 1869, there is a very large increase in the traffic. The Great Western of Canada is a line in good condition, with a good traffic on it, and with excellent prospects, and if in a few years' time it pays 10 per cent. dividend we shall not be surprised.—*Herepath's Journal.*

PORT WHITBY AND PORT PERRY RAILWAY.—The Whitby Gazette furnishes us with a report of the proceedings in the Council of that town on the occasion of the introduction of a by-law to authorize the corporation to take \$10,000 of stock in the railway. Mr. Draper said it might be asking too much for the town to take so much stock after granting a bonus of \$30,000. But in 1857, he went on to say, the rate-payers were called upon to vote for a bonus of \$300,000 for a railway which they did almost unanimously. The annual interest to meet the sinking fund would amount to \$22,000, and there was a larger debt hanging over Whitby at that time, than at present. Taking all matters into consideration, he thought it was his duty to lay the question before the council, and endeavour to make the first link of the road to Lake Huron, for he believed if 20 miles were built, the extension would only be a matter of time. He said that \$60,000 of the private stock had been subscribed, and that \$40,000 had been subscribed for by the gentlemen who proposed to build the road. The contract was let to them

conditionally, they were to pay 10 per cent., as other shareholders, and to give a line suitable to the directors. The reason the contract was given to them was that they had taken a larger amount of private stock than other contractors. Of course, there were other tenders; but the directors thought that if the contractors took stock, they would build a good road. Had the contractors, he said, paid the instalments of the stock, the work probably would have been going on. A month was given them to raise funds, but they failed. Mr. Draper went on to say: if the town felt in '57 that it could assume the responsibility of giving \$300,000 with nothing to oppose its interests, should it not be able to give a good sum, with opposition? But the town was not asked to give more, only to take stock, and he believed it would be good stock. On the east we were cut off by Port Hope road, on the west by the Toronto narrow gauge; what was to follow but a division of the county? Take a map of our county, and it would be seen that the county, long and narrow, would have to be divided, and that before many years. If half or one-third of assessed property be taken from the county, so much would be taken from the rate-payers, and every man's taxes in the county would be raised in proportion. If the road were constructed to Beaverton, the county would be bound with an iron band, and would do away with all talk of a county division. If the by-law were passed our taxes would only be slightly increased. Where a ratepayer paid \$14 taxes last year, his rate would be \$15 this year, and for one taxed \$28 last year, the rate this year would be \$30, &c., or only one dollar increase for every fourteen. He referred to the prospects of similar by-laws in Reach and West Whitby.

After some further discussion, the motion was carried.

RAILWAY IRON.—From South Wales it is stated that all the great iron masters are of opinion that prices of railway iron must advance before long, as the requirements of the United States and Russia are known to be large, and, as at the same time, there is little, if any, competition with Belgium and other continental markets. Considerable activity is evinced in the shipment of rails at the local ports of South Wales for the United States and the Southwest coast of America, and it is expected that with fine weather large quantities will be sent away. As compared with last year the increase in the shipments will be very important.—*London cor. Financial Chronicle.*

GRAND TRUNK TRAFFIC.—The aggregate increase (from Jan. 1st to June 5th, 1869) appears to be only £7,197, but it is really about £16,000, the period this year being 2 days less, and 2 days traffic is equal to more than £8,000. There are three weeks more to the end of the half year and if in these three weeks there be no increase (but doubtless there will be increase) the traffic account will stand well. £16,000 increase in half a year when the most severe snow storms ever known have occurred, and over a period last year remarkable for its very considerable addition in traffic receipts, must be considered good progress. The traffic this year will probably be little short of £1,500,000. A great authority in Grand Trunk matters has stated his opinion that when the line is fully stocked and fairly developed in traffic it will have a gross revenue of £50,000 a week, or upwards of £2,500,000 a year, a million a year more than it has.—*Herepath.*

AN AERIAL SHIP.—There is little reason to doubt that a successful attempt has been made to float an aerial engine by a mechanic of San Francisco. We are informed that "the ship rose in the air, and was propelled backward and forward, and guided in any desired direction by the steering apparatus. The engine and boiler weigh less than one hundred pounds." This is a great success, and we hope that important results may flow from it.