

BEET ROOT SUGAR.—Some persons are sanguine that the manufacture of beet-root sugar would be profitable in this country, and a good deal of enquiry has been excited in reference to the subject. The subjoined facts will therefore be of interest. The amount of Beetroots contained in an acre weigh, on an average, 30,000 lbs. The cost of cultivating Beetroot in Germany, 16.55 francs; the internal revenue, 19.95 francs—6.70 dols per ton of 2,200 lbs. Cultivation of Beetroots in France, 18 francs; internal revenue, 32.35 francs—10.07 dols. for 2,200 lbs. Percentage of Sugar in roots in France, 5 to 12 per cent. Percentage of Sugar in roots in Germany, 6 to 13 per cent. The internal revenue is in France fixed on the juice after it is extracted from the Beets. In Germany it is levied on the weight of the Beets. Quantity of Sugar manufactured from 100 lbs. Beets in France, 7 lbs.—14.28 per cent. Quantity of Sugar manufactured from 100 lbs. beets in Germany, 8 lbs.—12.5 per cent. In both France and Germany the average per cent. Molasses 3.33 per cent. An acre of Sugar Cane (Canes are brought to the Sugar-house to be manufactured into Sugar), costs in culture in Louisiana 50 dols. The average quantity of Canes per acre was, this last season, 44,058 lbs., and the cost per 2,200. 2.50 dols. That year 6,553,108,807 lbs. of Canes were passed through the mill; the juice produced had a density of 80 degrees Baume, equal to 14.4 per cent. of pure Sugar per 100 lbs. juice; but only 12.96 lbs. of Sugar for the 90 lbs. juice contained in 100 lbs. of Canes. When the sugar is drawn

from the batterie or strike-pan, it contains water or crystallization equal to 15 per cent., which added to the 12.96 of Sugar are thus divided: 8.942 Sugar, 5.962 Molasses; 14.904 per cent. The cost of manufacturing Sugar, and the expenses in fuel, hogsheads, barrels, freight, commissions, &c., &c., at least 4 cents. per lb. of Sugar.

A GENERAL RAILROAD LAW.—A law now before the N. J. Legislature contains several important and peculiar features. It provides that any number of persons not less than 15 may organize a Co. and make articles of associations specifying the route of the road, capital stock (which must be at least \$20,000 per mile) names of officers etc. The articles to be filed with the Sec. of the State, but not recorded until affidavit is made that at least \$10,000 in cash has been paid for every mile of road. When all the stock has been subscribed and 50. per cent paid in, the Co. shall have all the powers of any railway corporation created by special act. The usual powers to condemn land, etc., are given. Construction must be commenced within six months and (if less than 50 miles long) completed within two years; over 50 miles an additional six months' time is allowed for every 20 miles. A majority of the directors must be residents of the State. The capital stock may be increased to \$70,000 per mile, and bonds may be issued to an amount equal to the capital stock subscribed. The toll to be charged on such roads not to exceed 2½ cents per mile for passengers; 3 cents per ton per mile for first-class freight and 2 cents for all others—this to apply only to freight carried a greater distance than 20 miles. All

highways, streets and railroads must be crossed either above or below grade. Finally, Cos. formed under this Act may bridge any river or stream only by consent of the Legislature, to whom shall be submitted the location and plan of such bridges.

—The North Shore Transportation Company have disposed of their three steam boats and suspended business. This it is stated is in consequence of railway competition destroying all the profitability of the coasting trade. The prices realized for the boats were: Shickluna, \$30,000; City of London, \$21,500; Georgian, \$10,000. The net assets derived from these sales, after paying all at present known liabilities, \$48,600, will be divided equally among the share-holders.

—The infant son of Dr. J. H. Bean, of Baltimore, deceased, brought suit against the Travelers' Insurance Company of Hartford upon an accidental policy. Verdict against the company, \$3,500 and costs.—*Chronicle.*

INSOLVENT ACT OF 1869 AND AMENDMENTS THERETO.

In the matter of Howard Bovell, trading in the City of Toronto under the name and firm of Cameron & Bovell, an Insolvent.

The Insolvent has made an assignment of his Estate to me, and the Creditors are notified to meet me at my office, No. 7 Merchants' Exchange, Wellington Street, Toronto, on Monday, the fourteenth day of April next, at eleven o'clock a.m., to receive statements of his affairs and to appoint an Assignee.

Dated at Toronto, this 25th day of March, A.D. 1873.
WM. F. MUNRO, Interim Assignee.

SIXTY-THIRD ANNUAL STATEMENT OF THE HARTFORD FIRE INSURANCE CO.

Hartford, January 1st, 1873.

ABSTRACT OF STATEMENT DECEMBER 31st, 1872,

ASSETS

Cash on hand, in Bank, and Cash Items	\$274,297 39
Rents and Accrued Interest	47,125 21
Real Estate unencumbered	448,175 60
Loans on Bond and Mortgage, (1st Lien)	460,067 13
Bank Stock, Hartford Market Value	351,271 00
do. New York do.	263,250 00
do. Boston, do.	79,615 00
do. St. Louis, Albany, and Montreal, Market Value	97,859 21
Railroad Stocks, do. do.	59,300 00
State, City, and R. R. Bonds do. do.	51,530 00
U. S. Stocks and Bonds, do. do.	71,906 00

\$2,204,396 54

LIABILITIES.

All Outstanding Claims \$428,103.25.

Principal Offices located at HARTFORD, CONN., CHICAGO, ILL., AND SAN FRANCISCO, CAL., with Agencies in all prominent localities throughout the United States and the Dominion of Canada.

GEO. L. CHASE, PRESIDENT.

J. D. BROWNE, SECRETARY.

C. C. LYMAN, ASSISTANT SEC.

H. J. MORSE, & CO.,
A. DAVIDSON, } AGENTS.