

of the insoluble residue with nitrate of soda and hydrochloric acid, in order to convert the insoluble sub-chloride of mercury into the soluble bichloride, or corrosive sublimate. This solution is to be treated with sulphide of calcium, which is formed as a winter product by the final reduction process. The mercury will be changed thereby into a black sulphide. After drying the sulphide is to be placed in retorts, with the proper amount of slacked lime. The mercury is then obtained by distillation, and is caught in a receptacle containing water, connected with the retorts. The sulphide of calcium residue in the retort is then used for changing the sublimate into the black chloride.—*Journal of Mining.*

**Insurance.**

**FIRE RECORD.**—Stratford, Oct. 12.—A building owned by Jas. McCulloch, known as the old flax mill took fire and was consumed; the flames spread to a carding and fulling mill adjoining but were extinguished, by the fire engine; no insurance. The flax mill is believed to have been set on fire by some low characters who frequented it.

St. Catharines, Oct. 15.—May's tavern, partially consumed; loss, \$300; no insurance.

St. John, N.B., Oct. 6.—House of J. McIntosh; insured for \$100; cause defective stove pipes.

West's corners, near Stratford, Oct. 9.—Barn of Alex. Rae and contents wholly consumed; loss \$700 to \$800; insurance on building \$150. It was caused by some drunken fellows going into the barn to sleep, and lighting their pipes there; they were arrested and committed for trial.

Tapleystown, Wentworth Co. Ont. Oct. 12.—A fire totally destroyed the dwelling house of James Lunnon, and store and dwelling house of Jno. Clark. Furniture and contents of Clark's store saved. The buildings were owned by Jno. Howard; loss \$400; no insurance. The fire originated in the stove pipe or chimney of Lunnon's house.

St. John, N.B., Oct. 16.—A telegram says:—A destructive fire took place this morning at Black-slee's Soap and Candle Factory and Peters Tannery, which were partially destroyed. The estimate loss is \$10,000; only partially insured.

Caledonia, Oct. 20.—Between three and four o'clock this morning the Victoria foundry, belonging to Christopher Young, Esq., was destroyed by fire, with nearly all its contents. Loss between three and four thousand dollars. Stock and tools insured in the Provincial Insurance Company for eight hundred dollars; building insured in the British America for three hundred dollars. Origin of the fire unknown.

**MARINE RECORD.**—Kingston. The schooner Defiance has been got off.

Detroit, Oct. 12.—The schooner Advance went ashore at Grand Haven this morning. She is owned by Captain D. Dall, of Chicago, and insured in the Republic, of Chicago.

The propeller Merchant, of the Evans Line of steamers, struck a wreck near Malden, and sunk. Her cargo consisted of about 5,000 barrels of flour and 15,000 bushels of oats from Chicago.

A telegram from Milwaukee, bearing date of the 10th inst., says, the iron steamship Milwaukee, was lost off the Grand Haven bar on Friday morning. The Milwaukee left this port at 8 o'clock on Thursday evening with a full passenger list, and seventy tons of freight. The night was dark when she left, and a furious storm arose, owing to the utter darkness she missed the harbour and ran hard aground on the bar, and soon drifted broadside on the beach. After being exposed to a tremendous sea for upwards of four hours, the fine steamer parted amidships and became a total loss. The passengers, forty in number, were all safely landed.

The Milwaukee was built in the year 1860, at Detroit, forming with the latter, the Milwaukee and Grand Haven Steamship Line. She measured

700 tons, and cost \$150,000. She was fully insured."

The schooner Clipper City went ashore at Grand Haven in a gale about ten days since, was got off, and was being towed into the harbor, when it was found necessary to scuttle her. She was a craft of 185 tons burden, having been built at Manitowoc, in the year 1854, rated B. 2, and her approximate gold value was \$4,000. She was owned by Chicago parties.

The schooner Australia, bound for Chicago with cedar posts from Green Bay, sprung a-leak off North Bay, and was obliged to put into Bailey's Harbour.

The bark Superior, upwards bound, coal laden, got ashore below Sandwich on Wednesday night, and on Thursday was being lighted off.

The schooner Fulton, bound from Toledo to Ogdensburgh, with a cargo of black nut, water-logged off Nicholson Inland.

A late Chicago paper says:—The schooner Albacross reached here yesterday in tow of the propeller Ottawa, in a leaking condition. She will be docked for repairs as soon as her cargo of lumber is discharged.

The tug Union, came into port yesterday, having in tow of the schooner Australia, which sprung a leak of North Bay a few days since.

The schooner Hattie Earl is reported ashore on the east shore.

The schooner Thos. Simms was caught on this lake during the gale of Wednesday last, and reached the anchorage at the South Manitouminus, her foresail, mainsail and flying jib were lost.

An unknown bark—apparently grain-laden—is reported ashore on the south point of the South Manitou Island.

The Canadian schooner Suffel is ashore on East Point. Put-in Bay.

The propeller City of Madison got aground in the Nebash Rapids, Saul St. Marie River, on Thursday, and had to be lighted off.

At Whitehall there are three vessels ashore—two white fore-and-aft schooners, and a topsail, scow, which is painted lead color. One of the schooners is full of water and apparently in bad shape.

Two vessels are on the beach at Muskegon. One of them is the scow Eugene, out high and dry; the other the schooner Wayne, which was sunk by the scow Monitor. The Monitor lies inside at Muskegon with a large hole stove in her bow above light water mark. The collision occurred just outside of the piers, while both vessels were endeavouring to reach the harbour.

The bark Fame, while lying in the River St. Clair, on Thursday, lost her bowsprit, jibboom and head gear, the result of a collision with an unknown craft.

The schooner U. S. Grant is ashore near Squaw Island.

The schooner David Stewart, which cleared from Chicago, for Escanaba, for iron ore, went ashore on Sunday, at Pilot Island.

The scow, William A. Parker, is ashore near Manistee. She is loaded with lumber for Chicago.

A despatch from Grand Haven states that the schooner Advance is ashore at that point. She can be got off without much trouble.

The schooner Eagle Wing reached Detroit on Saturday, with most of her cargo gone.

The sch. Chas. Hinckley was dismasted off Conneaut, Ohio, and is now undergoing repairs at Erie.

The schooner William Tell ran into the pier at Racine on Wednesday last, carrying away everything forward, and smashing in her bow badly. In turning into the harbor she had her small boat smashed.

In addition to the steamship Milwaukee, three vessels were beached at Grand Haven on Friday—two schooners and a scow. One of the schooners lies inside of the Milwaukee. The others stranded nearer the harbor, and were pulled off by a tug without having sustained any injury.

The schooner Glen Cuyler has been docked at Milwaukee to repair the damages sustained in the recent collision with the propeller City of Boston.

The schooner Sailor Boy was the other day chartered at Chicago to carry a cargo of Oats to Boston, direct via the St. Lawrence and around the coast, the first cargo of Oats ever shipped to Boston by this route from Chicago. On arriving at Boston this vessel will engage in the grain carrying trade between that port and New Orleans.

The schooner Defiance which went ashore on Snake Island Reef has been got off.

**SOUTHAMPTON, Oct. 17.**—The steamer Silver Spray dragged her anchor last night or this morning, and is ashore under the light house at Chantry Island. She is supposed to be damaged very much.

**WATERLOO MUTUAL INSURANCE COMPANY.**—We find the following correspondence respecting this Company in an exchange:—

**ARTHUR HARVEY, ESQ.**—SIR,—Your letter of the 37th May has been received, and in reply I beg to say, that it is the opinion of our Directors that our Company can take risks both on the Mutual and Cash system without making a deposit. Our Company was organized under the Act Chap. 52, Con. Stat. Upper Canada. And then we have a Special Act from the Ontario Legislature, authorizing us to take risks on the cash principle. Our business is confined to the Province of Ontario, and hence we think it comes under the exemption of Sec. 25 of the Insurance Act. Please let us know if this is the view taken by you and your Department. Signed. C.M. TAYLOR, Secretary.

Waterloo, June 6th, 1868.

To C. M. TAYLOR, ESQ., Secretary of the Waterloo County Mutual Fire Insurance Company.—**DEAR SIR,**—Your enquiry as to whether the Waterloo Mutual Fire Insurance Company can take risks on the Cash System without making a deposit admits of an easy reply. If the Company is incorporated by any Act of the Ontario Legislature, and transacts no business outside the limits of Ontario, no deposit is required by the present Act. Signed. ARTHUR HARVEY.

AUDIT OFFICE, Ottawa, June 10, 1868.

**Railway News.**

**GREAT WESTERN RAILWAY.**—Traffic for week ending Oct. 2, 1868.

Passengers .....	\$41,157 49
Freight and live stock.....	47,513 09
Mails and sundries.....	2,331 44

Corresponding Week of '67.	\$91,002 02
	90,948 63

Increase..... \$53 39

**NORTHERN RAILWAY.**—Traffic Receipt for week ending Oct. 10, 1868.

Passengers .....	\$3,222 29
Freight .....	8,285 20
Mails and Sundries.....	284 23

Total Receipts for week.....	\$11,791 72
Corresponding week 1867....	14,373 67

Decrease..... \$2,581 95

**GREAT WESTERN RAILWAY.**—The half-yearly meeting of the Great Western Railway Company, will be held in London, on the 21st Oct. current to receive the report and statement of accounts and for the election of officers. The transfer books will be closed from the 7th to 21st October, both days inclusive.

From the accounts of the half-year ending July 31 last, the board have decided on recommending a dividend at the rate of 2 per cent. per annum, free of income tax, reserving £2,000 for the renewal of ferry steamers and carrying forward to the current half-year the sum of £1,129 5s. This rate is just half that paid for the corresponding period last year.