

The schooner Forfar, which went ashore off Muskegon at an early hour on the 8th, was a craft of 170 tons burden, rated B. 2 was built in the year 1855, received a general overhauling in 1865, and was the property of James Bowen, of Chicago. She was valued at \$600, and insured for \$3,500.

The bark City arrived at Marquette on Oct. 9th in tow of the tug J. C. Morse, with her jib-boom, dolphin-striker and a s'ritsail-yard carried away. She was run into by the Morse in the De ore Passage, a heavy gale blowing at the time. The tug was but slightly injured.

The *Detroit Free Press* of Thursday, says: "The owner of the schooner Glad Tidings received intelligence of that vessel being ashore on the north side of Lake Erie and near the Rond Eau. The Tidings, at the time of the disaster, was taking on a cargo at a landing near that place, and had completed her load, but while attempting to get under way was driven on the beach. The shore thereabouts is favorable for getting her off, which will doubtless be the result without damage to the vessel. She is owned by D. Whitney, Jr., in this city, and is comparatively a new vessel. Some miles further down the lake a vessel is reported also ashore and full of water, supposed to be a Canadian craft. Her name we could not definitely ascertain, no further than that she hails from Lake Ontario, and, at the time, was loading timber. What her prospects are for getting afloat was not stated. The Magnet has gone to the schooner Tidings.

"The propeller Fountain City, which grounded on Beach Island, was got off yesterday morning by the propeller Atlantic, and arrived here. The nature of the damages sustained we were not informed. The schooner Juliet, by an awkward display of seamanship, mistayed yesterday, and came foul of Pittman's dock, doing more or less damage. The wrecker which left here a day or two since to visit the wrecks of the schooners Byphen and Contest, returned yesterday with the steam pump recovered from the former vessel, and the outfit of the latter craft. No bodies were discovered, though it is apprehended they have come to the surface and drifted out into the lake."

FIRE RECORD.—Thornhill, Oct. 3.—The house occupied by Mr. Gordon, in the village of Thornhill, was consumed, together with the premises on the north adjoining, occupied by Archibald Campbell, tinsmith. Mr. Campbell had no insurance on his property, and will lose considerable; both the shop and dwelling house were his own property, and were entirely consumed.

Augusta, Ont., Oct. 3.—A fire originating in an out-house extended to the two barns, hophouse and stable of Mr. Shoerft, near this village, which with their contents were consumed. Partially insured, and loss heavy. The cause is supposed to be incendiary.

St. John, N. B., Oct. 2.—Two houses on Pond Street owned by Mr. McCarthy and Mr. O'Keefe, and occupied by themselves and tenants, were destroyed by fire; and the building adjoining, on the corner of Pond and George Streets, owned by Mr. Campbell, was considerably damaged.

Whitby, Ont., Oct. 7.—Mr. James Forsythe lost by fire two hundred loads of straw. Another large stack owned by Michael Tierney, was also burned at the same time. Total loss about \$400; no insurance. It is said that a little boy thoughtlessly set the stacks on fire.

Toronto, Oct. 13.—A fire originated in the out-houses of Richardson's grocery store, corner of Terauley and Albert streets, but was extinguished before much damage was done to the store. The property, which was the property of Mr. C. Fisher, weighmaster, was damaged to the extent of \$400 or \$500. Insured in the Liverpool and Home District for \$2,000.

Lindsay, Oct. 12.—About half-past ten o'clock on Sunday night, Mr. Cullis' flour mill and house in Mariposa, were destroyed by fire. Loss about \$10,000. The origin of the fire is unknown.

DANGERS OF LAKE INSURANCE.

The season of 1868, even so far, has not been a favorable one, and the great bulk of the lake losses are yet to come. October, and specially November are the disastrous months on our inland seas, against which the summer should have laid up its accumulated profits, on which to draw for the heavy losses that invariably attend the closing season. No such accumulations have been garnered this year, and there is no human probability that the companies can end the season without serious average loss. We beg leave, therefore, to suggest a few conservative ideas, which, if heeded, may break the force of the blow that is in reserve for the companies doing a lake business.

The Presidents themselves should take this matter in charge, and with a strong hand overrule agents whose tendencies are at all towards malpractice. The points needing particular attention are Lines, Re-insurance, and rates:

I. LINES.—There is a large amount of property to be transported before the end of the season, and there will be plenty of business for every company (although there never is enough for every agent). Lines, therefore, should be rigidly restricted to such minimum as each company may fix, and no departure from that sum permitted under any circumstances.

II. RE-INSURANCE.—The practice of accepting large amounts and re-insuring excesses is a pernicious one. It is opposed to all principles of sound underwriting, and is one of the most fruitful causes of grasping competition among agents. It should be broken up at any cost, and the rule adhered to without deviation, that each company will accept only such lines as it can carry alone. It is absurd to assert that the business cannot be conducted on this plan; a schooner afloat can be managed quite as readily as a warehouse ashore; and it will be, as soon as each company will say resolutely that it will neither grant nor accept re-insurance.

III. RATES.—There is no safety in cutting the rates at any time, and particularly in October and November. The printed tariff of the late Lake Association should be inflexibly adhered to, and, even at those figures, it is not probable that the premiums of the coming sixty days will equal the losses.

Nevertheless, as before remarked, the force of the November gales upon the companies may be broken by an adherence to full rates, moderate lines, and direct insurances. Will they heed the warning!—*Monitor*.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending 25th Sept., 1868.

Passengers.....	\$59,935 14
Freight and live stock.....	41,633 03
Mails and sundries.....	2,115 65

	\$103,683 82
Corresponding Week of '67.....	90,393 29

Increase.....	\$13,290 53
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NORTHERN RAILWAY.—Traffic Receipt for week ending Oct. 3, 1868.

Passengers.....	\$4,989 16
Freight.....	9,150 27
Mails and Sundries.....	1,552 63

Total Receipts for week.....	\$15,692 06
Corresponding week 1867.....	16,271 66

Decrease.....	\$579 60
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CONTRACT.—The *Witness* learns that the proprietors of the Montreal Car Wheel Works have received a contract for nearly 800 wheels for a New Brunswick railway, of the kind called "change gauge," because they can be shifted on their axles to suit either the broad or narrow gauge railways.

MERCHANTS' UNION EXPRESS.—We learn from the *Cincinnati Commercial* that, after four weeks spent in negotiations, the Merchants' Union and the American Express Companies were recently consolidated. The new company is to draw the same percentage from the general revenue that both do now. The object of the consolidation is to reduce competition and economize in management. It is claimed that this arrangement will bring dividends to the stockholders—something they have not seen for the past two years.

RIVERE DU LOUP RAILWAY.—The *Montreal Gazette* refers to the rumor about closing the Rivere du Loup railway, as follows:—The City of Quebec papers, both French and English, have been very much exercised about some statement that the Quebec and Richmond and Rivere du Loup sections of the G. T. R. are to be closed during the coming winter. We have never heard anything about this, and what is more, we doubt if the managing officers of the railway have either. The excitement is in fact all about nothing; or, if not about nothing, it may arise from the consciousness of our friends in the sister city that the portion of road referred to is the least productive of the whole of the Grand Trunk system, and does not pay for the expense of keeping it open in winter. But now that something is to be added to the extreme eastern end, it should occur to our contemporaries that this is not a time at which it should be closed.

THE SOUTHERN RAILWAY.—The *St. Thomas Dispatch* says: We believe that those interested in the construction of the Great Southern line of railway will shortly hear good news respecting the negotiations carried out for organizing a company influential enough to secure the co-operation of American companies, and the subscription of a sufficient capital in the English market to construct the road and equip it with stock.

—New Station buildings have been erected by the Great Western at Paris. It is the intention to establish a wood and water depot at the station, a lot of land having already been purchased with that view, reaching down to Smith's Creek, whence the water will be thrown by hydraulic power into tanks at each end of the yard; so that in the event of a fire occurring at any future time, there will be an abundance of water on hand to extinguish it, as well as to supply the engine.

NOTICE TO SHIPPERS OF SEAMEN.—Mr. Joseph Starr, Ship Broker and Commission Agent at Halifax, writes to the press to warn parties interested against the practice of getting seamen, shipping from Colonial ports to ports in the United States and thence to any other port for which the vessel might get a charter, to sign shipping papers on board the vessel. The U. S. Courts hold that articles so signed are not binding. Mr. S. cites the case of a Pietou vessel which shipped a crew at that port for a round voyage. On the arrival of the vessel at Portland, U. S., one man claimed, and secured his discharge owing to the fact that he had signed articles on board the vessel. This decision of the Courts is for the purpose of preventing Captains from getting men on board their vessels while intoxicated, and obliging them to sign articles for a voyage and on terms, which when sober they would not bind themselves to.—*Exchange*.

LAUNCHES.—The *Owen Sound Advertiser* remarks:—On the 17th of September the new screw steam tug Okours, built and owned by Mr. Dunn of this town, was successfully launched. She is intended for rafting and general purposes on Georgian Bay. On Saturday, the 28th ult., she made a trial trip, which gave entire satisfaction, running two and a half miles in ten minutes. Her dimensions are sixty-five feet length over all, thirteen feet beam, depth of hold three feet. She is propelled by a sixteen-inch direct-acting high-pressure engine.