—The schooner Eli Bates (American) ashore near Buffalo, is nearly worthless. She was rated B 2., and was insured in the National of Boston and the Albany City companies for $6,000 each.

The schooner Ben Flint (American) was lost on Big Point Sauble; also the captain and a passenger. She was loaded with lumber for Chicago; no insurance on vessel or cargo.

The schooner Jefferson (American), ashore near Lincoln, is a total wreck; value, $6,000; no insurance.

—The schooner Darien (American), went ashore on Presque Isle with iron for Cleveland; total loss; valued at $8,500.

—The John Williams struck on a pier in Kingston harbor, and split from stem to stern and sunk; vessel valued at $2,000, cargo $4,000; no insurance.

—The scow barge J. A. Holton (American), was abandoned in Lake Huron, water-logged, and laden with lumber; two of her crew drowned. It is supposed there were two other barges lost at the same time.

—The barges W. G. Keith and Shierwasso went ashore at Port Rowan. The Glad Tidings, of Detroit, was at anchor, water-logged, at the same place.

—The schooner Britannia (Canadian) was lost on Lake Erie; she had a load of grindstones for Toronto. One of the crew was fatally injured.

—The schooner W. Ward, reported ashore last week at Port Elgin, was taken off by Captain Douglass, of the Western, with only slight damage; the cargo of grain was perfectly dry; insurance in Western for $10,000.

—The schooner W. G. Keith ran ashore at Long Point with 14,000 bushels of wheat from Milwaukee for Port Colborne; insured for $18,000 in six American companies.

—The schooner Carrington (American), with cargo of shingles and pig iron, ran ashore in Green Bay and sunk; insured in two American companies for $5,000 each.

—The schooner Castalia struck the abutment of the guard lock at Allansburgh, Welland Canal, on the 28th ult., and sunk. She is upward bound with a cargo of pig iron.

—The barges Harvest, Burchand, and Hercules broke loose from their tow when off Point au Barques, and have not since been heard of.

—The propeller Neptune sunk at Cleveland.

—At Erie the scow Elyria went ashore and sunk; the crew clung to the rigging, but two were drowned.

—The tug Harrison, of Buffalo, sprung a leak off Sturgeon Point on Monday, and sunk in deep water. The Harrison was built in 1868, owned by E. B. St. John Dennis, and valued at $10,000. She was insured for $7,000 in different companies.

—The Gore Mutual Insurance Company was sued at the recent Guelph assizes, by Mr. John A. McMillan, of Guelph, upon a policy of $2,000 upon machinery and stock destroyed by fire in Fergus, last February. The plea of the defence was that defendent had put in a fraudulent claim, and witnesses were called to prove that the stock was not so large as represented, thereby voiding the policy. The plaintiff's case was sustained by several witnesses, who estimated the stock at various amounts over the sum stated in the policy. In summing up, Judge Morrison pointed out the very contradictory character of the evidence, the immense discrepancy that existed between the various estimates on the amount of stock lost and the damage done, and instructing the jury that if they believed the plaintiff had made a false statement as charged on the record, they were to find for the defendants, while if on the contrary they believe that the plaintiff had sworn the truth, they were to assess such damages as to them might seem just and sufficient. The jury retired, and, after an absence of over two hours, brought in a verdict for the plaintiff for $500. In reply to the plaintiff's counsel, the foreman of the jury said, that the loss on the furniture was estimated at $200, and on the machinery $200, and on the stock $100, making a total of $500.

St. Catharines' Fire Brigade.—A correspondent sends us the following: At the conclusion of the morning meeting of the town council, the mayor, Hon. J. G. Currie, took occasion to call the attention of the council to the present insufficiency of the fire brigade of the town. Having referred to the conduct of the firemen at the fire on the previous Saturday evening, when he witnessed the chief engineer grossly insulted by some members of the brigade, he characterized the whole department as a cheat and fraud upon the ratepayers of the town, who had been at great expense in furnishing a new building, complete apparatus, and expended nearly $2,000 on the department annually, only to find this important branch of the corporation more inefficient than ten years ago. He concluded by stating he felt it his duty to recommend the disbandment of the entire brigade, and urged the council themselves to appoint a chief and assistant engineers, and make a property qualification the basis of electing members of the brigade, and thus get quit of a large number of young roughs, of no character, who had of late become members, or were associated with the brigade from other motives than a desire to save their fellow citizens property from destruction, and guaranteed that within forty-eight hours a sufficient number of persons, with the required qualification, would cheerfully enrol themselves into the service, and soon restore that confidence in the brigade which its present members had, by their recent misconduct, forfeited. The mayor's sentiments were warmly applauded by the citizens present; and, on motion, the matter was referred to the Fire and Water Committee, to investigate and report at next meeting of Council.

Co-operative.—The Baptist Ministers of Yarmouth, N. S., have organized the "Baptist Ministers Mutual Life insurance Company," upon the following basis: An annual payment of 25 cents by any ordained or licentiate Baptist minister will constitute him a member. Each member shall pay to the Secretary $1 within 30 days after the announcement of the death of a member, the money thus raised to be paid to the family of the deceased. Any person can become an honorary member by paying $1. The Company is intended to be a provincial affair. Baptist Ministers, or any other ministers, should know better than to take up any such foolish and profitless scheme as this. The idea has been exploded time and again but still there are those who can't see that schemes of this kind are only a delusion and a snare.

Western Union Telegragh Comaany.—The annual report of the directors shows that on the first of July, 1870, the company possessed 53,109 miles of poles and 112,191 miles of wire, against 62,099 miles of poles and 104,584 miles of wire at the same time last year, being an increase of 1,910 miles of poles and 7,607 miles of wire. The gross receipts for the year ending July 1, 1869, were $7,316,918.30; do. 1870, $7,138,757.96, a decrease of $78,130.34, or 2½ per cent. The gross expenditures for the year ending July 1, 1870, were $4,910,772,42; do. 1869, $4,568,116.85, an increase of $342,652,.67.) or 7½ per cent. The number of messages transmitted during the year was 22 per cent. more than the preceding year. The profits for the year ending July 1st, 1869 were $5.801,457,48; do. 1870, $5,227,965.54, being a decrease of $573,491.94, or 20 per cent.

—According to certain new postal arrangements letters may now be registered for Manitoba as for other parts of Canada. Mails from Manitoba will be closed, at Windsor, on Tuesday, Thursday and Saturday afternoon.

—Peterboro' has voted a bonus of $40,000 to the Peterboro' and Haliburton Railway.

Railways.

GRAND TRUNK RAILWAY.

The following is the Report of the Directors to the Bond and Stock-holders, and statement of the revenue and capital accounts for the half-year ending June 30th, 1870:—

June half of 1869.			*June half of 1870.*
£674,621	The gross receipts upon the whole undertaking including the Buffalo and Champlain lines, have been.....		£704,567
	Deduct—		
455,958	The ordinary working expenses (being at the rate of 69.96 per cent., against 67.59 of the corresponding half of last year).........	£492,921	
77,039	The renewals, &c. of the permanent way and works in the half-year debited to revenue..................	66,751	
			550,702
£141,624	Leaving an available balance earned in the half-year of		£144,865
24,841	*Deduct* loss on American currency..................		7,157
£116,783	Balance................		£137,708
	To this sum of..................		£187,708
	has to be added the balance carried from the Net Revenue Account of last half-year of..................		1,618
	Making a total balance of.....		£139,326
	From this has to be deducted the amount of Postal and Military Revenue due for the half-year to the Postal Bondholders of.............		19,722
	Leaving the balance of......		£119,604

Applicable for the following payments:

	£. s. d.	£. s. d.
Interest, &c., paid on lands........	1,847 15 3	
Do on Mortgage to Bank of Upper Canada..........	4,423 16 2	
Do on Loans, Bankers' Balances, Promissory Notes, European Exchange, &c.	3,356 18 6	
Do on British American Land Company's Debentures..	616 8 9	
Do on Montreal Seminary Debentures................	616 8 9	
Dh on Island Pond Debentures..................	2,700 0 0	
Half-yearly instalment on Portland Sinking Fund..................	2,369 2 4	
		15,939 9 9
Atlantic and St. Lawrence Lease (in full)..........................	34,515 12 1	
Detroit Line Lease (in full)..........	11,250 00 0	
Montreal and Champlain Railway Co.	9,218 5 2	
Buffalo and Lake Huron............	22,500 00 0	
1st Equipment Bond Interest.	15,000 00 0	
2nd " " "	2,550 00 0	
		65,032 17 3
Balance..............		8,639 4 1
		£119.603 11 1

Comparing this half-year with the corresponding period of 1869, there is an increase of £1,935 in the passenger receipts, and of £28,011 in the freight receipts, making a total increase in the gross receipts of £29,946. The number of passengers carried was 700,334, against 655,850, and the gross freight tonnage conveyed was 612,959, against 520.881, showing an increase in passenger traffic of 6.78 per cent., and in goods traffic of 17.67 per cent.

But the average receipt per passenger was only 6s. 5d. against 6s. 9d., and per ton of goods, only 15s. against 16s. 6d. These figures explain the reason why the receipts have not increased in the same proportion with the traffic carried, and Mr. Brydges accounts for this state of things in the following words:—

"As regards rates for property from the east to the west, i.e., on manufactured and imported goods which are of course the most valuable we carry, the rates in many cases during the whole half-year were almost nominal. As compared with the half-year ending June, 1869, the rates for a very considerable period were in the proportion of 25 cents. per hundred pounds, between New York or Boston and Chicago in 1870, as against $1. per hundred pounds in 1869—that is