

insured in the "Queen" for \$500. The flouring mill adjoining, owned and occupied by George Gordon, of Trenton, being a frame building was also consumed with 3,000 bush. of wheat, which it contained. The grain was insured for \$2,000 in the "Western," which will not cover the loss. The mill was owned by Mr. Gordon, and was valued at \$8,000. Insured in the "Queen," for \$4,500. The total loss sustained by Mr. Gordon above the insurance will be about \$4,000.

Montreal, Nov. 16.—Shop of S. Matthews, St. James Street; damaged to the extent of about \$2,000; insured in the Northern, of London.

MARINE RECORD.—A violent storm prevailed on Tuesday night and Wednesday of this week, which must have done much damage to such of the lake shipping as was outside of a safe harbor. The wind blew a perfect hurricane.

—A barge containing 15,000 bushels of a cargo of 19,000 bushels of wheat recently carried from Milwaukee to Kingston by the barque Cambria, sunk in the Lake St. Francis during a snow storm, on the night of the 7th instant, and will prove a total loss. The Cambria's entire cargo consisted of 19,000 bushels, which was insured through to Montreal as follows:—Republic of Chicago, \$3,000; Northwestern National, of Milwaukee, \$3,000; Albany City, \$4,000; Pacific, of San Francisco, \$5,000; Western, of Buffalo, \$5,000; United States, \$5,000. Total, \$25,000.

—The Schooner Watchful is water-logged at Saugeen, Lake Ontario. The crew are saved. She is corn loaded, and has an insurance on her cargo of \$4,500, in the Albany, City of New York. She is valued at \$5,000, rates A 2, and measures 137 tons.

—The Canadian barque Plymouth, which has been on the piles at Buffalo harbour since the storm of the 5th inst., was got off after a good deal of hard work. Her damages, which are serious, cannot be ascertained until she goes into dry dock.

—The Parry Sound *Advocate* says that, on the 19th ult., a vessel loaded with coal and provisions for Messrs. Dodge & Co., of Byng Inlet, was wrecked off the Western Islands. We have not been able to ascertain her name, but she became a total wreck. Fortunately, all hands escaped in their own boats.

—The Annexation, owned by Mr. Ryan, of Wolfe Island, left Kingston with 6,300 bushels of barley for Oswego. She is reported ashore near Sackett's Harbor, and fast going to pieces. The cargo was insured for \$4,800, and the vessel for \$1,000.

—The barges Saguenay and Oak Leaf, owned by the Montreal Transportation Company, foundered about five miles above the head of the Beauharis Canal. The Saguenay was laden with 15,000 bushels of wheat, and the Oak Leaf with 12,850 bushels.

MUTUAL INSURANCE COMPANIES.—In answer to an enquiry from a member of the Ontario Legislature, the Attorney General stated it was not the intention of the Government to introduce a general bill under which Mutual Insurance Companies might be incorporated.

BRITISH MARINE CASUALTIES.—The following short statement shows the annual average of wrecks reported since 1850, divided into three periods of five and one of four years:—1850, 660; 1851, 1,269; 1852, 1,115; 1853, 832; making a total in these four years of 3,876 wrecks and casualties, and giving an average each year of 969. In 1854, 987; 1855, 1,141; 1856, 1,153; 1857, 1,143; and 1858, 1,170; total in five years, 5,594, or an average annually of 1,118. In 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,488; and 1863, 1,664; giving a total in the five years ending 1863 of 7,441, and an average in every year of 1,488. In 1864, 1,390; 1865, 1,656; 1866, 1,860; 1867, 2,090; and 1868, 1,747; total for the five years to the end of 1868 of 8,743; the average number of wrecks annually in the same period being consequently 1,748. It will thus be seen that the

number of wrecks reported during 1868 is just below the average for the last five years, but is in excess of the average of all the years previous to that period. With the exception of the numbers reported in 1867 and 1866, the largest number of wrecks ever reported in one year is unhappily given to the past year.

Meetings.

GRAND TRUNK RAILWAY.

The ordinary half-yearly general meeting of the shareholders of this company was held in London, England, on the 28th Oct.

The Chairman said they were all probably aware that, in accordance with a wish often expressed at meetings of the shareholders, the President of the board left England in the early part of September, with a view of making an examination of the accounts and of the system of working the line. By a telegram which had been received from him, it appeared that he would not be able to leave Canada till the latter end of November. The accounts were only received in London about a fortnight ago, and it was obviously impossible for the board to issue them without the report, and equally impossible to issue the report in the absence of the President. In consequence of this a circular had been issued to the shareholders, stating that this meeting would only be held *pro forma*, and he moved therefore that the meeting stand adjourned till the 17th of December. The accounts he might state, had been sealed up, and had not been seen by any one in London.

Mr. Smith moved as an amendment, "That as the company are legally bound to meet in the month of October, to receive the accounts and the report of the directors for the half year ending the 30th of June, this meeting condemns the delay in the production of the last half-yearly accounts as irregular and unjustifiable on the part of the directors." Mr. Creak seconded.

The amendment was then put and carried by 11 to 7. The Chairman demanded a poll. The poll was taken forthwith. At the close,

One of the scrutineers said it was his privilege and right to see the register of proprietors, in order that he might ascertain that the parties voting had a right to vote, but he had been refused, and he therefore protested against the proceedings.

The Chairman said then, on his responsibility as chairman of the meeting, he declared the result of the poll to be—For the amendment, ten persons representing 1,707 votes; proxies, 58,408—total 60,115. Against the amendment, twelve persons, representing 2,832 votes; proxies, 161,760—total, 164,529. The amendment was therefore lost.

The original resolution, adjourning the meeting till 11th December, was then carried unanimously, as was also another permitting the proprietors who had deposited bonds to retire them without prejudice to their right of voting at the adjourned meeting of 17th December.

ROSSIN HOUSE HOTEL COMPANY.—The following members of the Rossin House Company, met at the Rossin House on the 16th:—C. S. Gzowski, President; Adam Crooks, E. Hooper, S. Nordheimer, Henry Pellatt, Alexander Manning, and B. H. Dixon. The annual report states that the rents of the hotel and the stores have all been realized. The expenditure has been less than anticipated, in consequence of the completion of the fifth story of the Hotel not having been called for by the tenant, Mr. Shears. But that can no longer be postponed, Mr. Shears having given notice that he will require the fifth story to be completed early next season. All the stores are now under lease. The directors remark that the first instalment to the Building Society, amounting with interest to \$7,510, will have to be paid

during the incoming year, and that in March next, the instalment of \$6,000 on the mortgage, Rossin to Chewett, will become payable. These instalments and the expenditure necessary to complete the fifth story of the hotel will require a large amount of money to be raised during the year. The liabilities are steadily decreasing. In reference to the financial statement the President observed that the profit and loss account which originally was \$10,986.88 had been reduced to \$7,136.60. The surplus account was debited with \$1,666.66. The liabilities of the Company consisted of \$26,250.74, due Mr. Chewett on a mortgage, and \$41,000 due the Building Society—amounting in all to \$67,250.74. The rentals during the year had been \$10,986.06, and he expected this would amount to \$14,000, at least, during the ensuing year. Notwithstanding the satisfactory condition of their finances, it would be found necessary to raise a small loan to pay off a portion of the principal of the debt. The amount required would be \$7,510 for the Building Society and \$6,000 for the mortgage. The report being adopted the President said:—The shareholders were aware that an arrangement had been made with Mr. Chewett to extend the mortgage for eight years; but at the end of the first three years \$6,000 of the principal should be paid. The three years would expire next March. The following gentlemen were elected directors for the ensuing year:—C. S. Gzowski, President; John Macdonald, Vice-President; W. C. Chewett, B. H. Dixon and Adam Crooks. The meeting then adjourned.

Real Estate.

SALES IN TORONTO.—A Chancery sale took place at Messrs. F. W. Coate & Co.'s, on the 13th. North half of lot No. 6, Scarborough, containing 114½ acres; also, south half of same lot, 102 acres, on which there is a frame barn; also, south half of lot 5, in the same township and concession. On this lot are erected two frame houses, blacksmith shop, stable, and outhouses; also, a sawmill and distillery. This lot has a water-power. The entire property was knocked down to Mr. Robt. Dixon for \$4,500.

—Sheppard's Hotel, in the village of Sutton, township of Georgina, north riding of York, was offered for sale by Henderson, Wallace & Co., on the 13th, at an upset price of \$1,375, and knocked down to Mr. Joseph Sheppard for \$1,765.

—The house and lot on the corner of Church and Shuter Streets, lately occupied by Mr. J. H. Mead, was bought last week by that gentleman from Mr. John Kerr, of Glasgow, Scotland.

SUEZ CANAL.—In another page we print in full the rules for the navigation of this great maritime Canal, the grandest work ever constructed by the French. By article 2 of the rules, vessels are restricted from travelling at a greater speed through the Canal than 5.4 (not quite 5½) English knots an hour. This slow speed must greatly limit the usefulness of the Canal. It is to be hoped that in time an additional rate will be granted. The tolls and charges for the use of the Canal seem to be moderate. The Canal is 90 miles long. Its construction commenced 10 years ago, namely on the 25th April, 1859. In 1858, Robert Stephenson publicly stated his opinion that "the Suez Canal would prove to be an abortive scheme." This was Robert Stephenson's deliberate opinion after a personal examination of the region. It seems to be one of the mistakes Robert Stephenson made.

—Herepath

—The cartage of large quantities of powder through the streets of Montreal, in a careless manner, has aroused the attention of the authorities to the danger to which the inhabitants are thereby exposed. The appointment of a Powder Inspector is likely to be made.

—Telegraph messages are sent anywhere in France for 20c., and within certain limits for 10c.