

Under Government Control.

Name of Country.	No. of Messages Sent.	Population.	Proportion of Offices to Population.
Austria.....	851	2,507,472	39,411,309
Belgium.....	356	1,123,005	4,984,451
Bavaria.....			4,341,556
Denmark.....	89	308,150	2,468,713
France.....	1,209	2,507,472	38,302,625
Italy.....	529	1,760,849	25,925,717
Norway.....	73	269,375	1,433,488
Prussia.....	538	1,961,003	1,739,913
Russia.....	308	8,38,653	68,224,832
Switzerland.....	252	663,916	2,510,494
Spain.....	142	533,376	16,302,625
Totals.....	4,347	12,486,311	

Under Private Control.

Great Britain and Ireland.....	2,151	5,731,189	29,591,000	1 to 13,714
Dominion of Canada.....	382	573,219	2,976,224	1 to 10,400
U. States.....	4,126	12,386,952	31,148,947	1 to 7,549
Totals.....	6,659	18,741,360		

The New York journal to which we have referred puts the case in a striking light when it thus compares the systems:—"In Continental Europe, where the telegraphs were built and are operated by Government, there are but 4,347 offices for a population of over 250,000,000; while in Great Britain, the United States, and the Dominion of Canada, where telegraphy has been left to private enterprise and has been untrammelled by governmental interference, by monopoly or restriction, there are 6,559 offices to a population of 64,000,000. While the number of telegrams transmitted in Continental Europe was only 12,485,311 in one year, there were sent in the three countries where telegraphy is free from governmental intermeddling and repression, 18,741,360. While the average cost of telegrams in Europe was 81½ cents, in the three countries where the people were let alone and suffered to manage the business themselves, it averaged only 51 cents."

Communications.

CLASSIFICATION OF VESSELS.

To the Editor of the Monetary Times.

Toronto, 27th Jan., 1869.

SIR,—As the season is again at hand when the Inspectors of the various local Insurance Companies, composing our Canadian Association of Lake Underwriters, will depart on their annual tour of inspection, will you permit me, through your columns, to offer one or two remarks.

During the past season of navigation complaint were made by sundry shippers, and vessel owners, concerning what they termed the defective inspection of vessels; and no doubt their complaints were, in several cases, not without sufficient ground. It was alleged that their vessels, with their outfit were duly overhauled in the Spring, and classed a standard, by which classification they were allowed to carry grain cargo on any, and all, our inland lake waters between Chicago and Quebec. In several cases, on the approach of the equinoctial gales and the cold and boisterous weather of the fall season, they were informed, on applying for insurance, that grain cargoes could not be conveyed by such and such vessels as their sails and standing and running rigging were not in a condition to encounter the gales prevalent at that season of the year.

If a vessel at the commencement of the season classes standard, she ought, it is contended, to

retain that classification until the close, unless she has, in the interval, sustained damage which has not been made good. If the vessel, or any portion of her outfit is, on inspection, found to be in a defective condition, let those defects be pointed out to the owner, with injunctions to have them remedied before the approach of heavy weather, under penalty of having the class of his vessel lowered. But to allow her to run through the whole of the fine season, and then in the height of the carrying trade, when, as is often the case, vessels are scarce and their owners, perhaps, anxious to make up for a bad Summer's business, to start these objections is, I think it will be conceded, a manifest injustice to all parties.

Truly yours,

INSURANCE.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending January 8, 1869.

Passengers.....	\$23,713 68
Freight and live stock.....	48,598 79
Mails and sundries.....	3,519 13

Corresponding Week of '68.....	\$75,831 60
Increase.....	63,327 88

NORTHERN RAILWAY.—Traffic receipts for week ending 16th January, 1869.

Passengers.....	\$2,330 79
Freight.....	5,416 47
Mails and Sundries.....	254 02

Total Receipts for week.....	\$8,001 28
Corresponding week, 1887.....	7,881 94

Increase.....	\$119 34
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RAILWAY TRAFFIC.—The Official Gazette for the 23d gives the following Railway Traffic Returns for the years ending 31st December, 1867 and 1868:

ROAD	1867.	1868.
Great Western.....	\$3,725,169	\$3,710,221
Grand Trunk.....	6,506,966	6,906,023
London & Port Stanley.....	42,759	38,027
Welland.....	68,615	77,482
Northern.....	562,893	550,621
Port Hope & Beaverton.....	232,476	235,904
Cobourg, Peterboro and Marion.....	21,073	15,341
Brockville & Ottawa.....	135,824	173,373
St. Lawrence & Ottawa.....	105,410	117,471
New Brunswick & Canada European & North Ame- rican.....	79,781	103,348
	162,561	175,456
Nova Scotia.....	232,778	279,941

STEEL RAILS.—Advisers from Essen state that the low rates current for Bessemer steel rails in that district have excited the most bitter complaints on the part of Prussian industrialists. Thus, at an adjudication for the Lower Silesian (Marsch and Berlin) Railway, Herr Krupp, of Essen, undertook to supply Bessemer cast steel rails at £15 6s. 6d. per ton. The manufacture of steel is attracting more and more attention among Prussian industrialists. Thus, it is announced that the New Scotland Company is about to occupy itself with the production of cast steel. This society has for some time produced with success puddled steel rails.

THE CENTRAL PACIFIC RAILROAD.—Trains on the Central Pacific Railroad are running on schedule time to Carlin, in the northeast corner of Nevada, 600 miles distant. Track-layers are at Humboldt Canon, 25 miles further east. No interruption has occurred from snow so far, though 22 miles of snow-sheds at the summit of the Sierras working satisfactorily. The commercial busi-

ness of the Central for December exceeded \$340,000. Out at the end of the Central Pacific Railroad track they have a complete blacksmith shop permanently fixed on a wagon. It is moved along about three times a day to keep pace with the workmen. One team is detailed regularly to move the blacksmith shop.

RAILWAY ACCOMMODATION AT GUELPH.—The Guelph Town Council have adopted a report of their railway committee, stating that they had sent a deputation to wait on Mr. Swinyard, Manager of the G. W. Railway, to ascertain from him on what terms he could be induced to move the Western Station to a central part of the town; that they found him prepared to do so provided the right of way was secured the road on the north side of the G. T. R. to the Market Square, and ground for the Station granted somewhere in the vicinity of the Market Square. They also recommend a communication to be sent to Mr. Brydges for the purpose of ascertaining what action he will take in the matter, and that immediate action be taken to complete an arrangement between the town and the two companies for the centralization of the Stations.

Law Report.

INSURANCE—CONDITION TERMINATING RISK.—A condition endorsed on an insurance policy provided that if, for any cause the company should so elect, it should be optional with them to terminate the insurance, upon notice given to the insured or his representatives of their intention so to do, in which case the company should refund a ratable proportion of the premium. It was contended that the notice contemplated by the condition was a notice giving to the plaintiff a reasonable time to afford him an opportunity of effecting a new insurance previous to the termination of the defendant's policy. The Court considered that by acceding to that interpretation, they would be adding a term to the conditions somewhat inconsistent with its object and intention—viz., the right to put an end to the risk at any time.

Held—That the notice should precede the termination of the insurance, but that they might be contemporaneous, and that the company could terminate the risk by giving notice that they did so, and refunding the unearned premium.—*Cain v. Lancashire Ins. Co.*, 27 Q. B., 453.

INSURANCE—ARSON—LEAVING PREMISES UNOCCUPIED.—In an action on a fire policy, defendants gave such evidence to show that the house had been burned by one K—, by the plaintiff's procurement, as would well have warranted a finding for defendants. K—, however had been indicted for the arson, and acquitted. The jury having found for the plaintiff, the Court refused to interfere.

The policy provided that in case of any alteration or addition, &c., or change in the nature of the occupation, or in any other manner whatsoever, by which the degree of risk was increased, and a consequent additional premium would be required, the insurance would be void in default of notice and allowance thereof. Defendants alleged, as a breach of this condition, that the premises which, when insured, were occupied by the plaintiff's tenant, became vacant and unoccupied without defendants' knowledge or consent, whereby the risk was increased and an additional premium would have been required; and that the plaintiff did not give notice of this change, nor was it allowed by defendants.

Held—That the plea was bad, for the mere ceasing to occupy was not within the condition. In delivering judgment, the Chief Justice said:—We are not prepared to hold that the clause in the policy is to be so construed that if the assured leaves home for a week, locking up his house, and a fire takes place during that time, his policy is