

CONNECTICUT MUTUAL.—The officers of the Connecticut Mutual Life Ins. Co., after a diligent and thorough examination of the different plans submitted for their new building to be erected in Hartford, have adopted that furnished by James G. Batterson, Esq. The building will be constructed of light Concord or Rhode Island granite, set off with rich columns, in each story, of polished Scotch granite, with a relief of Quincy granite, and will be altogether one of the most magnificent structures in New England. In front, on the Main street side, over the entrance, two colossal figures in marble, representing "Insurance" and "Plenty," will be placed, between which is the State coat of arms, and the insignia of the Company, wrought in polished granite. It is proper to have figures representing "Insurance" and "Plenty," since the following figures from the Company's official statement Jan. 1, 1869, represent "plenty" of "Insurance":

Policies issued.....	11,960
Assets.....	\$22,669,079.29
Income from premiums.....	7,161,304.11
Income from interest.....	1,584,905.48
Total income for the year.....	8,746,209.59
Losses paid.....	1,221,335.00
Dividends paid.....	928,284.00
Total losses paid to date.....	8,089,883.00
Total dividends paid to date.....	5,197,258.00

—The Chronicle.

INSURANCE RATES ADVANCED.—For the purpose of placing the business of underwriting on fire risks in San Francisco on a paying basis, the Pacific, Union, Fireman's Fund, Occidental, Home, Mutual and People's of the local Companies; and of the Eastern Companies the Aetna, of Hartford; the Phoenix, of Hartford; Home, of New York; Manhattan, of New York; and the Phoenix, of Brooklyn; and of the European Companies the Liverpool and London and Globe, Hamburg-Bremen, North British, Imperial and Northern, have agreed on an advanced tariff of rates as follows:—On first and second class brick, 70 cents; on third class brick, \$1 on the \$100; on warehouses, 75 cents; on detached dwellings, 75 cents. This advance will be from 15 to 50 per cent., the smallest advance being on second class brick, from 60 to 70 cents, and the largest on detached dwellings, from 50 to 75 cents on the \$100.—*San Francisco Real Estate Circular.*

HARBOURS OF REFUGE.—A meeting was lately held in Walsingham, to consider the expediency of laying before Parliament the advantages which the new cut at the S. W. entrance of Long Point Bay possesses, as a site for a Harbour of Refuge on Lake Erie. The following resolutions were adopted:—

That the increasing commerce of the lakes imperatively demands the construction of a commodious Harbour of Refuge at some convenient point on the north shore of Lake Erie, for the safety of life and property—the want of such a harbour being the cause, annually, of a fearful sacrifice of both.

That while the Ports of Burwell, Stanley, and the Rondeau may have some claims for the establishment of a Harbour of Refuge, yet the want of room at those points, and their being, as is particularly the case with Port Stanley and the Rondeau, out of the track of vessels navigating the lakes, is sufficient argument why those points should not be selected.

That in the opinion of this meeting, the new cut at Long Point affords the best site for a Harbour of Refuge, on the north shore of Lake Erie, for the following reasons:—1st. Its location is where the harbour is most needed, and is where most marine disasters occur—lying, as it does, in the bite of the lake. Long Point, running south east, and the main shore south-west, land-locked. Vessels on their voyage are frequently driven by the heavy south-west winds on the north shore, and find it impossible to work off, or in attempting to do so, become stranded on Long Point.

2nd. It is easily entered, nature having formed a channel running nearly south-west, through the Point of sufficient width for vessels to beat out, with from twelve to fifteen feet water, and a commodious basin inside Long Point Bay, free from any sea, and with good anchorage.

SAVING PROPERTY AT FIRES.—To a person who can "keep his head" during the progress of a fire, the different methods adopted by different people in the saving of property is something wonderful to behold. One man has a penchant for smashing windows and nothing else. With a piece of board he will demolish a common window in short order and his complacency when the fragments are saved is intense. His forte is shop windows—the more costly they are the better. It may be useless, worse than useless as it speedily admits fire, but crash he sends a battering ram through the costliest plates thus enabling those working inside to cut their hands to pieces. Another will pitch valuable furniture, such as sofas, centre-tables, glass-ware, mirrors, &c., from the upper window to the street. His work is to throw the stuff out, on the crowd devolves the task of saving the pieces.—Still another destroys all that he carries out. Salt bags are thrown into sugar barrels, pepper is hurled into tea caddies, grindstones are thrown upon piles of delf, butter is heaped on coal oil barrels, matches are stored in the most convenient puddle. We are speaking of facts, and we feel assured that a large per centage of what is saved at fires would be better completely destroyed. And all this for want of a little systematic common-sense.—*Godrich Signal.*

A NEW FIRE LADDER.

The Chicago *Chronicle* describes a new fire ladder thus:—The Truck consists of a frame in two parts, and runs upon four wheels. To the hinder part of the truck is attached the main ladder, upon which a slide ladder works, being raised by means of a winch at the foot. Each of these ladders is 30 feet in length, and a socket ladder at the top 16 feet in length. The pipe for the hose is affixed to the side of the sliding ladder, and is projected with it. From the top of each ladder extends a guy wire rope, the other end of which is fastened to a windlass on the frame. By means of this contrivance the ladder is given any degree of elevation required, and sustained in that position in the same manner as a builder's derrick. When the machine is housed or running, the ladders are very nearly horizontal, and arrangements are made for carrying other ladders under them. When about to be used, a pin is withdrawn which connects the two parts of the frame; and the ladder, with the hinder part turning on the axle of the hind wheels, comes to the ground at an angle of 45°, and thus may be wheeled into any position by two men, and raised to any height, having the ground for its base, instead of working from a platform as do others, which have also to choose an even spot for their operations. The ladder may be easily worked by two men, and elevated to its full height within three minutes. Among the advantages of this truck and ladder over the machines in ordinary use, is its compactness. It occupies less space in the engine-house, and in running its extreme length, horses included, is only 22 feet, which permits it to be turned with facility in any street in the city. It does not require a tiller to the hind wheels, and while it carries a ladder that can be elevated to a height of 66 feet, it is self-supporting. The pipes affixed to the sides of the slide-ladder have a screw top and bottom, to which the hose and branch pipe may be readily attached so that two streams of water can be thrown into any window from an elevation of from 25 to 70 feet, without carrying therewith a current of air to feed the fire, as is done by the present method. A stream of water thrown 20 or 30 feet from the ground, conveys with itself five or six times its own bulk of atmo-

sphere, and, consequently, more damage is often done by water than by fire. This improvement also enables an engine to cast a stream of water to double the height it could otherwise attain, and the stream can be directed either from the bottom of the ladder or from the top. Weavell's machine, the one used in London, is especially adapted to effect the rescue of persons from burning premises, while the Brooklyn invention is not only adapted to this purpose, but is far more effective in extinguishing fires, as it enables the firemen to reach the seat of the fire, even at the loftiest elevations, and beat it out with the force of the water. In the hands of the Fire Department, it would prove an invaluable adjunct to their efficiency.

HARTFORD COMPANIES.

The *Courant* gives the following synopsis of the standing of the Hartford offices, Jan. 1, 1869, re-insurance at 50 per cent. of unexpired risks:—

Name of Company.	Capital.	Assets.	Liabilities including Re-Insurance	Net Value.	Net Value per Cent.
Phoenix ...	\$600,000	\$1,467,835	\$1,233,199	\$234,636	139.10
Connect't.	200,000	342,837	284,169	58,672	129.33
Hartford..	1,000,000	2,247,219	2,043,481	203,738	129.37
Aetna	3,000,000	5,150,932	4,715,841	435,091	114.50

—The Yarmouth (N. S.) *Herald* says: "We understand that the capitalists of this town are about to establish a Life Insurance Association."

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending March 5, 1869.

Passengers	\$22,744 47
Freight	39,715 80
Mails and Sundries	3,007 61

Total Receipts for week.....	\$65,467 88
Corresponding week, 1868...	53,299 12

Increase

NORTHERN RAILWAY.—Traffic receipts for week ending March 13th, 1869.

Passengers	\$2,233 47
Freight and live stock.....	5,190 97
Mails and sundries.....	524 46

Corresponding Week of '68.	\$7,948 90
	6,160 18

Increase.....

WOODEN RAILWAYS IN QUEBEC.—Mr. Dunkin has announced his policy with respect to wooden railways. The Gosford and Quebec, the Drummond and Arthabaska, Northern Railway of Montreal and Levis and Kenebec, are to have each 3 per cent. on the cost, provided it does not exceed \$5,000 per mile; and the Sherbrooke and Lennoxville lines are to share the 3 per cent. between them if both are built, or if only one or an amalgamation is effected, the subsidy to go to the line built. The roads must have 15 miles in operation by the 1st September, 1872.

—At the annual meeting of the Sidney (N. B.) Boot and Shoe Company, held recently, a dividend of twelve per cent. per annum, or twenty per cent. on the twenty months the company has been in operation, was declared.

—The Toronto Assessors have demanded from the Building Societies, and other companies, lists of their stockholders. Legal advice is being taken on the subject.

—Notice is given that a charter will be sought for "The Imperial Bank of Canada" at the next session of Parliament.