

## Insurance.

**FIRE RECORD.**—Aylmer, May 14.—A fire commenced in Riley's hotel, caused by a defective flue, and spread to some adjoining buildings doing damage to the extent of about \$20,000. A fire engine was brought up from Ottawa, and did good service. The losses are stated as follows: Mayor Delvin, building, occupied by two tenants. Loss, \$8,000; insurance on building, \$4,800. Two wooden structures adjoining valued at \$2,000. Mrs. Bolton, building occupied by Mr. Riely, \$3,000. Mr. Riely, furniture and other property damaged to about \$1,000. Mrs. Johnston, household effects and a small sum of money. Damage about \$100. Mrs. Mullin's furniture badly destroyed. Mr. Hodge's stock of drugs. Damage, about \$4,000, partially insured. Dr. Aylen's drugs consumed. Loss \$2,000, partially insured. Holt's Hotel, furniture damaged, loss not ascertained.

St. John, N.B., May 21.—Andersons Mills, at Straight Shore, were completely destroyed by fire. Loss \$20,000, insured in the Liverpool, London, and Globe for \$5,000.

Montreal, May 22.—We learn by special telegraph that Parkyn's mill at Cote St. Paul was burned this morning. Twenty thousand bushels of wheat and three thousand barrels of flour were destroyed besides the building and machinery. Insurance was as follows:—in Western for \$5,000; in Guardian, \$5,000; in Royal, \$10,000; in Phoenix, \$15,000; in Lancashire, \$5,000; in Scottish Imperial, \$7,500.

Ottawa, May 16.—Another of those disasters to which Ottawa has so often been subjected occurred here last night. Two of the finest blocks of residences on Sandy Hill were laid in ashes. About forty families were burned out. The loss to Insurance Companies is as follows:—Etna, \$12,000; Northern, \$12,000; Royal, 3,300; Liverpool and London, \$4,000; Phoenix, \$2,000; Lancashire, \$6,000; Hartford, \$4,000; Provincial, \$2,500; British America, \$3,000. Total insurance, \$48,800. A considerable amount of property destroyed was not covered by insurance. We have the following more particular account from a special correspondent; the insurances are as follows:—Robt. Le Moire, loss on building, \$3,300, in Royal, total loss; on furniture, \$4,000, in Northern, partial. Wm. Smith, on building, \$3,200, Northern, total; on furniture, \$2,400, Lancashire, partial. J. R. Audy, on furniture, \$3,000, L. L. & G. C. Brennan, on building, \$2,000, Etna, total. W. Fingland, on building, \$2,000, Phoenix, total; on furniture, \$2,000, Etna. G. H. Preston, on building, \$2,000, Lancashire, total; on furniture, \$800, Lancashire, total. T. Patterson, on building, \$5250, Etna. E. Haycock, on furniture, \$1,500, Brit. Am., partial. J. Bourget, on furniture, \$2,500, Imperial, total. Humphries, on building and furniture, \$2,000, Hartford, total. E. Aumond, on building, \$1,400, Etna, total. C. Gourie, on furniture, \$800, Etna, total. Col. Wily, on furniture, \$1,000, Northern, partial. Jos. Aumond, on building, \$3,000, loss \$400. — Benoit and Mrs. Grant, uninsured. W. Paterson, on building and furniture, \$2,500, Provincial, total. H. Humphries, building, uninsured. W. A. Bell, on furniture, \$2,500, Northern, total. W. Aumond, on building, \$3,000, Lancashire, total. J. W. Peachy, on building, \$1,200, Hartford, total; on furniture, \$1,200, total. H. Farquhar, furniture, uninsured. — Blakemore, on furniture, \$750, Brit. Am. and Lancashire, total. F. Burns, on building, \$800, Etna, total. C. Billings, on building, uninsured. D. Chesley, on furniture, \$2,000, Brit. Am., partial. P. Finden, on furniture, \$400, Brit. Am., total. W. Urquhart, on building, \$1,200, L. L. & G., total. J. Cummins, on building, \$1,600, Northern, total.

Halifax, May.—The insurance on the International Hotel was \$28,000.

## REGISTRATION OF SHIPPING.

Mr. Mitchell's bill relating to the registration of shipping, &c., has been amended in Committee of the Whole. The preamble runs thus, the last two lines of the purpose being one of the amendments:—Whereas, the rule of measurement of ships contained in the Act respecting the registration of inland vessels, forming Chapter 41 of the Consolidated Statutes of the late Province of Canada, being the same as that contained in the Acts of the Imperial Parliament in force on the 17th of March, 1845, differs from that contained in the Merchant Shipping Act of 1855, and Acts amending; and whereas, it is desirable that but one rule of measurement of ships should prevail in Canada, and that ships navigating the inland waters of Canada should not be subject to the provisions of the law in some other respects different from those in which other ships in Canada are subject, and whereas it is desirable to make better provision for giving security to persons advancing money on ships in course of construction, and to provide for the inspection and classification of ships built and registered in Canada. Therefore &c., the following ships are exempt, and ships having a whole or fixed deck not propelled wholly or in part by steam and not exceeding ten tons burden. 2nd.—Ships not propelled wholly or in part by steam, and not having a whole or fixed deck, whatever their burden. Except as hereafter mentioned, no ship propelled either wholly or partly by steam whatever tonnage, and no ship not propelled wholly or in part by steam of more than ten tons burden and having a whole or fixed deck, although otherwise entitled by law to be deemed a British ship shall not be recognized in Canada as a British ship, nor be admitted to the privileges of a British ship in Canada, until, nor unless she be duly registered in the United States or in Canada, or some other British possession under the said act as amended. Lieut. Governor may grant passes to unregistered British ships. The Governor in Council may appoint a registrar and at any port an officer to superintend the survey and admeasurement of ships. Surveyors to receive fees and travelling expenses. Conflicting claims of the builders or owners are provided for, registrar being empowered to summon and swear witnesses, and his report to go to the Governor in Council, who shall act as he thinks right. These words are one amendment. No ship already registered need register again unless wanting to go to sea. Unregistered vessels not to be recognized as British ships, and no Custom's clearance granted without the production of a certificate of registry. Wrecked ships may be registered by authority of Governor in council. The clause provided for the endorsement of change of master by Registrar or Collector enacts that on receipt of conflicting directions from owners of any ship registered in Canada as to change of master, such Registrar or Collector or other principal officer may refuse to endorse a memorandum of change of master on the certificate of registry of such ship until he receives a declaration according to forms in schedule, or as near thereto as circumstances permit, from registered owners representing a majority of shares in such ship, or from their duly appointed agent or agents, setting forth the name of the person appointed. The name of the former master, who shall be named in such declaration, shall be made and subscribed in the presence of the Registrar or Collector of Customs if declarant or declarants reside within five miles of custom house of the port of registry, but if beyond that distance, in presence of any Registrar or Collector of Customs in Her Majesty's Dominion, or of any Justice; and in addition to such declaration, the charge as requested to be endorsed, may require to be produced a certified copy of the register or such other evidence as he may deem necessary as proof of ownership.

The following amendment of the committee was added:—And in case the ship is out or near such port, he shall demand of the majority of the owners, or require the master or any person in possession of the certificate of registry to produce the same. In default he may detain the ship till its production. The penalty of non-production is \$500. The records of changes of master to be kept. The change of managing owner to be registered. Rules as to name of ships are provided. The statements of casualties to be made within six hours of landing to the principal officer of customs at or near the spot; penalty for default, \$250, and the same for not reporting the loss of ships to the Minister of Marine. Clause 26 reads thus:—If complaint is made to the Minister that any ship registered in Canada is, by reason of the defective condition of its hull or equipments, or of her being overloaded or improperly loaded, unfit to proceed to sea or on any voyage within the limits of Canada, the Minister may cause such ship to be surveyed by a person appointed by him, first exacting from complaint, if he thinks so fit to do, a deposit of money to defray the expenses of survey, or such security for the amount of such expenses as he may deem sufficient, and if such person reports that the hull or equipment are in such a state, or that the ship is so loaded that she could not proceed to sea, without serious danger to life, the Custom Officer may detain the ship. The amending words added provide for the deposit, guarantee for any loss by the owner through detention, and show sending an unseaworthy vessel to be a misdemeanour. By the 53rd clause, not printed, but in writing, the Governor in Council may make rules and regulations for the inspection and classification of vessels built or registered within the Dominion; also, after the same clause, he may appoint officers and prescribe their duties. He may regulate fees for the inspection and grant certificates all rules and regulations to be gazetted.

**FUTURE PRICE OF SUGAR.**—The American *Grocer* gives the following opinion on the future of sugar: Sugars will be abundant and cheap. The crops in all producing countries are very large, and as the best root crop of Europe will this year yield an estimated amount of 1,100,000 tons, an increase of 220,000 tons over the yield of last year, this will go far towards supplying the wants of Europe and lessen the demand from that quarter for cane sugars by an equal amount. The consequence will be, that a greater amount of raw sugar than ever before will seek the market in this country, and, consequently, keep prices low during the Summer months, notwithstanding an increased consumption.

—A curious law suit was lately heard in Liverpool, arising out of one of those bizarre combinations of chance that are scouted when we find them in novels. The steamer *Caspian* was, on Aug. 8, 1871, insured by her owners for twelve months for £23,000. On the 9th August, 1872, the vessel being then at sea, the insurance was renewed for £25,000. It so happened that some time on the night between the 8th and 9th of August, the *Caspian* struck on a rock in Belle Isle Straits, and became a total loss. The point in controversy was as to whether the wreck occurred before or after midnight, the underwriters, in the latter event, becoming responsible for the increased amount of insurance. It was proved on the part of the owners that the wreck did take place after midnight, according to English time, though, on the other hand, it shown that the computation of time at the scene of the disaster would bring it before the important hour. The jury held, however, that the calculation of time should follow the place of the contract, and decided in favor of the owners.