

Insurance.

INSURANCE MATTERS IN MONTREAL.

(From our own Correspondent.)

MONTREAL, Feb. 28th, 1871.

Feb. 21.—After dispatch of last advices an alarm was given that another fire had broken out at Messrs. Bartley & Co., Engine Works, on Mill street, which turned out to be the ignition of a barrel of dangerous oil used in the lamps in the foundry. This oil on account of its known combustible character was not allowed to be kept in any of the buildings, and was therefore placed on the other side of the street, on the river bank. A watchman went to draw off some of the oil, and as he fancied his vessel did not fill fast enough, he held a lighted candle near the tap to discover the cause; the vapour from the oil instantly took fire, the cask burst, and its blazing contents ran under a heap of charred timber and other debris removed from the machine shop which was destroyed on the 2nd instant. By the timely arrival of the brigade the fire was suppressed before it extended further.

Feb. 23.—A fire was very opportunely discovered this morning, which forcibly illustrates the great danger of erecting steam boilers in proximity to wood work. In a magnificent range of new buildings on St. James street, a little to the east of the offices of the Life Association, of Scotland, the upper floors are occupied by the Victoria Straw Works, for the manufacture of Straw Goods, and for offices, one of the shops and basements as the Printing and Publishing offices of the *Star* newspaper, and other by Messrs. E. H. Lionais & Co., Architects and Lithographic, Draughtsmen and Printers. The *Star* establishment is worked by its own engine, fixed in the basement; but the engine and boiler which furnish power to the straw works, and to Messrs. Lionais's presses are fixed in the shop of the latter on the ground floor. A bed for the boiler had been formed by first covering the boards of the floor with thick sheet iron, on which two courses of brick work were laid, and over these another sheet of iron, which served also as the ash-pit. It appears that this entire mass became so thoroughly heated as to have set fire to the flooring and beams beneath. Being fortunately discovered in time, the men from the Central Station were called in, and the fire was arrested before any great damage was done.

Feb. 25.—Two alarms, following each other in quick succession, were sounded from different boxes, a little before noon to-day; one proved to be only a foul chimney on Sauguet street; the other to be on account of a slight fire in the cellar of the Carriage factory of Messrs. Beaudoin & Mercier, 219 Craig street, which was extinguished without doing much damage.

CANADA INSURANCE UNION.

The annual meeting of the Canada Insurance Union was held in Montreal last week, at the office of the Montreal Assurance Company, at which there were present: Mr. Wm. Murray, representing the Montreal Insurance Company; Mr. M. H. Gault, representing the British America Assurance Co.; Mr. Alex. Murray, representing the Western Assurance Co.; and Mr. John McLennan, representing the Private Underwriters; also, Messrs. Gilbert Scott, Dr. G. W. Campbell, T. W. Ritchie, John Rankin, Alex. McGibbon, George Stephen, Alex. Mitchell, and Henry Lyman, private underwriters.

The Attorney, Mr. John Rhynas, read the annual report of the Board, and laid before the meeting the balance sheet for the year, showing the season's business, which was considered very satisfactory. Arrangements have been made by the Union to pay losses in Great Britain through the Bank of Montreal. Agents have been appointed in Liverpool under the supervision of a highly respectable Board. Canadian merchants can now

instruct their shippers in Great Britain to insure through the Union's agents, Messrs. Beckwith & Gaskell, Liverpool. A vote of thanks was given to the Montreal Board for their very judicious and prudent management for the past year, and Mr. John McLennan was unanimously re-elected to represent the private underwriters at the Board for the ensuing year.

FIRE RECORD.—Ottawa, Feb. 23.—The new brick dwelling of John Garland, on Bank street road, a short distance outside the city limits was entirely destroyed by fire—furniture partly saved—loss considerable, but mostly covered by insurance.

Toronto, Feb. 24.—A shed in the rear of a small house occupied by Mrs. O'Brien, on Beverly street, caught fire. The flames spread to the adjoining house of Mrs. Connor, and damaged it badly. Mrs. O'Brien's house escaped with less injury; damage under \$1,000; no insurance.

Millbrook, Feb. 14.—A barn and stable, belonging to James Sanderson, about ten miles from Millbrook, were burned. At the time there were in the barn fourteen sheep, three hundred bushels of wheat, with a lot of oats, hay, fanning mill, threshing machine, reaper, harness, ploughs, and harrows, all of which were lost. Mr. Sanderson's loss is heavy, and it is stated there was no insurance.

Teeswater, Feb. 22.—Thomas Weir's large carriage factory was burned to the ground to-day. The workmen's tools and a large amount of stock are lost; no insurance.

Pakenham, Ont., Feb. 17.—The sheds and stables attached to Chatterton's hotel were destroyed by fire, together with six horses and a quantity of hay and harness.

Township of Caistor, Ont., Feb. 23.—The steam sawmill belonging to Jeremiah Johnston was completely destroyed by fire, together with a large quantity of sawn lumber. The fire was accidental. Loss about \$4,000.

Manchester, Feb. 27.—The house of Peter Scott, farmer, in this vicinity, was burned. Furniture mostly saved, but the stock of provisions was destroyed. No insurance.

Peterboro, Feb. 27.—The outbuildings of Robt. Johnston, on the Lakefield Road, together with 700 bushels of wheat, 4,000 bushels of oats, ten tons of hay, and farm implements, were totally consumed by fire. Insurance, \$2,500. The fire is supposed to have been caused by his little boy, six years old, with matches.

Kingston, Feb. 22.—A fire last night destroyed the slaughter and packing-house of Mr. McGuire, butcher. The building contained the packed meat of forty-five head of cattle.

Ship Harbor, N. S., Feb. 5.—The Catholic chapel together with the glebe house adjoining, occupied by Rev. Mr. Mace, parish priest, were totally destroyed by fire.

Little River, N. S., Feb. —.—The school house was burned down. The building was worth about \$700, and with the furniture and books, which were nearly all consumed, the loss cannot be less than \$800. No insurance.

—We notice that the Directors of the Toronto, Grey and Bruce Railway have accepted the tender of Mr. Crossen, of Cobourg, to construct fifty platform cars at \$175 each, the Company furnish the wheels, axles, and springs. There were only two other tenders, both of which were from firms in Toronto. One was for \$200, and the other above that sum.

GREAT WESTERN RAILWAY.—Traffic for week ending Feb. 3rd, 1871.

Passengers.....	\$20,890 87
Freight and Live Stock	68,434 25
Mails and Sundries.....	2,145 14
Total Receipts for week.....	\$91,470 26
Corresponding week, 1869.....	75,983 59
Increase.....	\$15,486 67

MINING IN 1870.

(CONCLUDED.)

Coal.

The returns from Nova Scotia for the past year have not yet come to hand. In 1869 the total quantity of coal raised, round and slack, in Nova Scotia (including Cape Breton) amounted to 511,794 tons. Of this quantity fully one half was shipped to the United States. It is understood that the total production of the collieries has been increased. The increase upon the Intercolonial of Montreal has been 12,000 tons, the export the past year having reached over 72,000 tons. The developments and equipments of the Mine are quite equal to an export of quadruple this quantity if a market could be had for the coal.

The slopes of the Acadia have been carried to a greater depth, and additional working places provided. The facilities for raising large quantities of coal have been thus increased.

The Albion, which is the great mine of the Province, has been singularly unfortunate during the past two years. The fire in the Ford Pit was overcome, but caused a delay of four months. The great fire which broke out last year, on the rise of the main seam, still burns. The workings have been abandoned, but no active efforts have been made to extinguish the fire. The other pits afford facilities enough for raising all the coal required to supply present demands.

No work of importance has been done upon any of the other coal areas, with the exception of following the Bain eight-foot seam into the Haliburton property adjoining.

The demand for the old Sydney coal of Cape Breton still places the mine of that name at the head of the list. The Block House follows it, as a large quantity is used in New York for gas purposes. The Caledonia, Gowrie, Glace Bay, and Langan run from 30,000 to 60,000 tons each. The Cape Breton collieries supplied three-fifths of the total production of the provinces.

Springhill is likely to prove the most valuable coal-field of any yet opened. One seam of 13 ft. 3 in. has been opened upon, while the outcrop of the 11 ft. 3 in. seam has been traced for more than three miles. The coal of this latter seam is of a remarkable quality, being almost free from sulphur, and containing only four per cent. of ash. The Intercolonial Railway will bring this into communication with the iron-ore beds of the Cobequid Mountains, and with Amherst, a convenient shipping port at the head of the Bay of Fundy.

Lead.

The Galway Lead Mine, behind Peterboro' from some unknown cause, has not been worked during the year. The last workings, over 100 feet in depth, showed the vein to improve greatly in going down. The company are said to have several thousand dollars worth of galena on hand.

Operations were suspended at the Frontenac Mine in July, owing to some disagreement among the proprietors. The main shaft had reached a depth of between 90 and 100 feet, with a greatly increased proportion of galena towards the bottom, the vein maintaining its general character, and a width of over ten feet. The westward continuation of the lode has been opened in a new place, about a mile from the main shaft, where it was found to be still rich in galena, and to have a thickness of 10½ feet.

Pyrites.

About 460 tons of this mineral were mined at the large deposit in the township of Elizabethtown, about three miles West of Brockville, for the use of the Brockville Chemical Works.

In October last, 50 tons of pyrites were taken from a deposit on Lot 20, in the 3rd concession of the township of Dalhousie and shipped by way of Perth. The Lynn magnetic pyrites mine, belonging to Mr. James Bell, of Perth, has not been worked during the year.