

cess by which all this is brought about is, of course, a secret, the value of which may be inferred from the above facts; and the profit likely to arise from it to those directly interested we do not attempt to estimate. It is sufficient for the general public to know that the home market will be supplied and a large export trade also opened up in Canadian Petroleum—a trade which will permanently relieve this suffering industry, and confer an inestimable benefit on the whole country.

THE LANCASHIRE INSURANCE COMPANY.

The annual report of this office for 1868 shows an increase in every department of the business. The fire premiums amounted to £112,579, and the net profit made after paying losses, re-insurances, &c., was over £21,813. In the Life department the income was £46,636, from which were deducted £15,978 for 41 death claims, and some smaller sums, leaving a profit of £18,359 18s. 6d., which was added to the life reserve fund, increasing it from £150,971 last year to £169,331.

The rapid accretion of the life reserve was pointed out by one of the speakers—in 1863 it was £94,700; in 1865 it was £155,300—an average addition of £10,500 per annum—in 1865 and 1867 it stood at £151,000—an average addition of £17,500 per annum—and in 1868 it was swelled to \$169,330, showing an addition in the year of £18,350, being the largest addition yet made. The fire premiums in the same time run up from £57,000 to £113,500, and the reserve in this branch is nearly £49,000. A dividend of 10 per cent. was declared on the year's business.

The remarkable statement was made by the chairman that every one of the branch offices made a profit during the year. No better proof could be given that a careful supervision is exercised. The Ontario agents Messrs. S. C. D.—Clark & Co.—have fully maintained the character of the company for good management, having a very satisfactory account to render of the Toronto and Hamilton business—the only points where agencies are located in Ontario.

We understand the Montreal Assurance Company have determined to resume ocean business, and are prepared to take risks to and from ports of Great Britain.

—The township of Scott has voted a bonus of \$10,000 to the Toronto and Nipissing Railway. The total amount voted in aid of this road is \$399,000. Two townships more are expected to vote bonuses in aid of the road bringing the total up to \$426,000.

LONDON CORRESPONDENCE.

(From a correspondent.)

LONDON, 18th March, 1869.

On the Stock Exchange there has been much excitement during the past week, with regard to the Hudson's Bay Company's shares. A few days ago buyers were numerous and prices advanced. Rumours were circulated that the terms of settlement proposed by Earl Granville would prove highly satisfactory to the Company. This was gratifying, and those who purchased shares at par, that is £20, cannot dispose of them except at from 6 to 7 per cent discount. The rise in the price was nearly £1, and the expectation was that a greater rise would take place. These hopes were blasted yesterday, on the announcement of the arrangement offered to the Company on the one hand and to Canada on the other. The nature of that proposition will doubtless have been transmitted to you by telegraph. Instead, then, of recapitulating the proffered terms, let me state for the information of your readers, the relation they bear to the anticipations formed here by those having a pecuniary stake in the Company. Two shareholders have taken leading parts in the discussion, as to terms, and have been authorized to represent many of their brethren in misfortune. According to one of them, £5,000,000 sterling is the amount which the Company ought to receive for the cession of its territorial rights. If these terms cannot be got then it is proposed to employ the Company's funds in colonization. No less than 130 shareholders are stated to have pledged themselves to insist upon carrying out this programme. Another shareholder is more reasonable. He maintains that as the territorial rights from 1863 have represented one-half of the assets, a sum equivalent to this is the minimum at which those rights ought to be sold. This amount is £1,073,192. I do not err, I think, in stating that the latter proposition is the one which finds general favor among the shareholders. The belief is current among them that the least they ought to receive is £1,000,000. Moreover, they have resolved to make large claims in the shape of territory. Under these circumstances, as you may well suppose, the announcement that the price fixed by Earl Granville was £300,000 only, gave general dissatisfaction. The shares were at once offered for sale and declined in value. At the meeting on the 24th of this month, the answer of the shareholders will be formally given. That it will be adverse is not improbable. If so, the delegates from your Government will have to return home empty-handed. Yet they will not have labored in vain. At present the feeling is gaining ground that Canada is acting both prudently and graciously in this matter. It may seem to you quite natural that such should be the opinion of the majority. But it must be remembered that in this country, and more particularly in this city, the social and political influence of the Hudson's Bay Company have heretofore sufficed to prepossess the public mind in its own favor. Among the shareholders are men of high position and great power. Of course they do what they can to further their own interests. It is no light task to run counter to these men and come off victorious. I think, however, that the efforts of Sir George Cartier and the Hon. W. McDougall to gain their point have been remarkably successful. The best proof of this is furnished by the newspapers. In the most influential and widely circulated journals there have appeared articles of a kind which the Company cannot relish, and with which Canadians ought to be pleased. I hope that the shareholders will listen to reason. As earnestly do I hope that in the event of the Company taking the prudent course, that Canada will manifest no reluctance to accept the solution of the problem.

The first general meeting of the Colonial Society was held last Monday, when Lord Bury, the

president, delivered the inaugural address. But a short report of the proceedings has yet appeared. The address was very able and produced a most favorable impression. Perhaps too much weight was attributed by Lord Bury to Mr. Goldwin Smith. Many persons are disposed to consider the opinions of that skilful tutor as the basis of Imperial policy. This is contrary to fact. None of our distinguished statesmen agree with Mr. Smith. At the meeting of the Colonial Society, the Right Hon. Chichester Fortescue, repudiated the notion that any government would approve of the dismemberment of the empire in opposition to the wishes of the colonists. As an esteemed member of the existing government he could speak on this head with good effect. At the next meeting of the Society a paper will be read by an Australian colonist on the question which has been raised by Mr. Smith. It will then be seen what views are entertained by enlightened men here as to the relationship which ought to exist between the Mother Country and her dependencies.

At this moment, the subject of emigration is coming before the public under various forms. Societies have been formed to aid those desiring it to proceed and settle in some country where wages are high and labor scarce. Some of the Australian Colonies are making strenuous efforts to turn the tide of emigration to their shores. At a meeting, chiefly composed of workmen, held last week, the advantages of settling in Australia were enlarged on by several speakers. Indeed, the object of the meeting was to put forth the claims of Australia as a land of promise to the industrious. Among the notables who received an invitation to the meeting was your Minister of Public Works. Being allowed to address the assembly, he urged the claims of Canada with vigor and success. The picture he presented was more attractive to the majority than that which the representatives of Australia held up for their admiration. Had it not been for the accidental circumstance of the Hon. W. McDougall being at present in this country, this meeting would have heard nothing in favor of Canada. Each of the Australian Colonies has a representative here commissioned to speak in its behalf when occasion requires.

The money market continues stagnant. Investors still hesitate to embark their savings in new undertakings. The only exception appears to be that of Companies for laying submarine telegraphs. Two of these are now competing for public patronage, both being designed to connect India and our other Eastern possessions with England. In the case of one, however, a great experiment will be tried. The cable is to be much lighter, and consequently much less costly than those at the bottom of the Atlantic. Should this prove successful, a great impetus will be given to submarine telegraphy. From Lancashire there are bad news. A strike is impending among the cotton workers. The dullness of trade has compelled the masters to reduce the rate of wages ten per cent., and this is resisted by the operatives. Altogether, the prospect is a gloomy one.

Commercial.

Toronto Market.

At this comparatively early period vessels have begun to move and navigation is fairly open. Some two or three vessels loaded with grain have cleared for Oswego, and one or two arrivals at that port are reported. Among the clearances were the Paragon and New Dominion with white wheat, freight at 3c. U. S. currency; the Tranchemontagne also with wheat, freight 4c. U. S. currency. The steamer Norseman has commenced running from Port Hope to Rochester with passengers and freight; the schooners Garibaldi and John Stevenson have left that port with wheat for Oswego. Charters have been made from Chicago to Buffalo at 10c. for wheat, 9½c. for corn, and 7½c. for oats.