Pennsylvania Oil Wells.

The following table shows the production during October, the average per day, the production previously reported in 1869, and the average per day since January 1st; the product from January 1st to November 1st, last year, and the average per day for the same time.

Total shipment of brls., 43 galls. each.
Stock on hand, October 1..... 292, 419
Stock on hand November 1.... 276, 475

INTERESTING TO PETROLEUM DEALERS.—A French savant, Professor Deville, has lately submitted to the Academy of Sciences in Paris, an essay on the cause of petroleum explosions and consequent conflagrations. He finds the cause, not in the greater inflamability of the oil, but in a great expansion of volume under the influence of a higher temperature. Barrels filled with the oil in the winter season either burst or crackethat the oil may flow out as soon as warm weather sets in. The oil thus freed evaporates a highly inflamable gas, which takes fire at the touch of the smallest spark. He therefore advises that oil should be shipped or stored in casks but partially filled, giving it room to expand in the higher temperature of the warmer seasons.—Gas Light Journal.

Mailway Mews.

GREAT WESTERN RAILWAY. - Traffic for week ending November 5, 1869.

Total Receipts for week \$93,113 47 Coresponding week, 1868... 76,997 03

Increase...... \$16,116 44

The St. John Morning News states that the Eastern Extension Railway has passed out of the hands of the English Company into those of the Poininton. The matter was closed on Saturday last by the agent of the company receiving an order for \$547,500, upon the Dominion Paymaster at St. John. The whole amount of the company's claim was \$1,044,000, of which they had received \$352,500, and the balance of \$144,000 is to be held back, subject to the report of the Intercolonial Railway Commissioners upon the state and condition of the road.

TORONTO AND NIPISSING RAILWAY.—The resources of this company are:—

\$450,000

-The French Canadian village of St. Jean Baptist has decided to take \$30,000 stock in the Northern Colonization Railway.

—There is reported to be some serious trouble in the Intercolonial Railway contracts.

STATEMENT OF BANKS

ACTING UNDER CHARTER, FOR THE MONTH ENDING 3187 OCTOBER, 1889, ACCORDING TO RETURNS FURNISHED BY THE BANKS TO THE AUDITOR OF PUBLIC ACCOUNT

Capital Capital Promissor Capital Ca	CAF	CAPITAL.		7	LIABILITIES	 					ASS	SETS.			
\$\begin{tabular}{c c c c c c c c c c c c c c c c c c c	oital orized Act.				Cash Deposits not bearing Interest.	Cash Deposits bearing inte-	TOTAL		Landed or other Pro- perty of the Bank.	Government Securities.	Notes, or Bills of other Banks.	Balances due from other Banks.	Notes and Bills Discounted.	Other Debts due the Bank, not included, under forego- ing heads.	TOTAL ASSETS.
80,450,608 10,392,840 987,404 83 16,355,021 78 25,376,383 60 63,112,550 71 11,220,874 66 1,507,017 36 6,386,207 41 1,978,225 08 6,068,870 66 57,509 10 8,880 90 65,068,870 66 57,509 10 8,880 90 666,087 66 221,850 824,000 83,000,00 11,161 00 222,243 13 200,000 107,256 13,722 16,787 47 89,896 90 227,641 12,850 20 4,394 90 37,880 04 30,627 99	\$000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000	\$ 6,000,000 1,475,800 1,475,800 4,805,608 1,600,000 1,000,000 1,000,000 1,000,000 1,000,000	\$ 241,360 902,994 469,796 65,658 1,252,240 93,215 290,181 135,903 1,1090,885 1,178,090 178,090 178,090 128,415 331,639 1435 331,639		the state of the s	11, 814, 180 1,071, 390 282, 064 17, 299 2,028, 688 1,18, 172 11,061, 189 2,649, 002 266, 389 266, 389 386, 387 131,065	\$ 004 1312,004 1341,032 1380,606 1380,506 140,506 140,506 150,403 126,403 126,403 184,202 184,203 184,	4,469,747 623,632 380,734 31,734 31,734 902,097 185,171 175,936 248,269 400,402 660,174 660,174 1,386,387 1,386,387 386,429 62,645 13,382 1,386,387 1,386,387 1,386,387	\$6,000 \$9,188 \$4,183 \$4,183 \$4,533 \$6,537 \$6,437 \$6,437 \$6,462 \$6,600 \$2,518 \$6,518 \$1,806 \$1	8 800,701 145,433 185,439 182,739 100,364 46,720 100,253 147,155 147,155 167,833 101,226 101,226 101,226 128,906 129,906	8 C. 507,280 81 77,024-28 117,347 73 2,993 90 21,031 96 11,098 84 113,406 62 80,130 53 187,804 78 46,307 82 46,016 94 30,204 48 30,204 48		\$ 440 28 28 2.801,283 13 2.801,283 13 2.801,283 13 338,457,766 00,77,647 00 0,077,647 00 0,077,647 00 0,077,647 00 0,077,647 00 0,077,647 00 0,077,647 00 0,077,647 00 0,077,198 07 0,077,1	180,884 7.4 270,572 54 88,082 60 124,682 60 138,801 60 88,640 18 67,774 46 87,01 07 22,250 90 18,044 83	29,154,175 00 4,346,221 38 3,318,622 38 6,35,502 96 6,436,417 00 2,438,171 90 8,125,807 88 6,73,807 88 6,73,807 88 2,036,701 98 2,036,701 98 2,036,701 98 2,136,603 94 1,167,603 34 1,167,620 34 1,167,621 22 5,176,211 22 5,176,211 22 5,176,211 22
300,000 97,220 4,325 45 174,042 73 106,814 00 382,402 18 103,549 25 2,568 00 8,880 00 6,56,084 41 400,000 127,980 11,327 65 177,799 79 346,880 00 666,087 64 221,859 08 24,000 00 83,000,00 11,161 00 22,243 13 200,000 107,256 13,722 65 16,787 47 89,896 00 227,641 12 16,850 20 4,384 00 37,880 04 30,627 09	6,666	30,459,608	10,392,840	987,404 83		THE RESERVE OF		11,220,874	1,597,617	Carrier Co.		6,068,870 06	57,925,992 99	2,746,032 16	87,423,819 43
200,000 107,256 13,722.65 16,787.47 89,898.00 227,064.12 16,880.20 4,394.00 37,880.04 30,627.09	000'00	300,000	97,220	4,325 45	174			193,549	2,558 00	83,000,00		53,568 41 22,243 13	272,445 89	195,732 25	1,239,239 93
and the same of th	000,000			13,722 65	111	::::	227,664-12	16,850 20	4,394 00				302,346 87	82,194 40	473,322 60