

ST. CATHARINES, August 11.—Brick cottage of James Heap; loss \$150, covered by insurance in the Liverpool and London, and Globe.

THE LATE FIRE AT STAYNEE.—The insurances on the Northern Railway Station and the buildings attached amounted to \$4,650, which amount was divided equally between the British America, the Provincial, the Imperial, the Phoenix of London and the Western of Canada. The loss to each will be from \$700 to \$800, according to the result of the adjustment now pending.

THE LATE FIRE ON VICTORIA STREET, TORONTO.—Suspicion is pretty strongly fixed on a certain party in connection with this fire; there is talk of a fire inquest.

STRATFORD.—The Town Council of Stratford have agreed to submit to the decision of the rate-payers of the town the question, whether they will purchase a steam fire-engine.

DANGEROUS.—Information has reached us that some of the Insurance Companies who have not complied with the law, in respect to deposit, continue to take risks in a quiet way. This is a risky business—much more risky than fire insurance is ordinarily supposed to be. It is also rumoured that detectives are watching some of the representatives of these unlicensed Companies.

LOST.—On the 13th instant the schooner Notre Dame de St. Louis, of Quebec, from Montreal to Charlotte Town, P. E. I., with flour, ran ashore at Pierce when attempting to go under weigh. A fluid lamp in the cabin was overturned by the shock, and in a few minutes the cabin was in flames. The high wind rendered it impossible to extinguish the fire, but a small part of the rigging and about 200 bbls of flour were saved; the rest of the cargo and the vessel were entirely destroyed. The schooner belonged to Mr. Miller of Kamouraska.

CONDUCT AT FIRES.—The New York Insurance Journal referring to our remarks a few weeks since upon the reckless conduct witnessed at the late fires in this city, says:—The Canadian Insurance Chronicle complains of a state of things in Toronto in reference to the conduct at fires similar to that which existed in our city prior to the introduction of the paid fire department, when the fire companies were directed by officers who were unheeded and even defied in the reign of the "volunteers." A destructive enthusiasm, more fatal than the flames, seems to guide the action of those who rush to the scene of disaster at the cry of danger: and perhaps without any other design than that of being useful, these ardent men occasion more mischief than the fire itself. In New York, upon the discovery of a building on fire, a cordon is immediately formed in front of the house by the police, into which no one is admitted except those who have been previously privileged by a badge worn upon the coat. Then the fire patrol generally attend to the preservation of those articles that are in jeopardy, and everything thus proceeds with as much order and as little violence as circumstances will permit. The city of Toronto ought to be armed with similar resources, and the losses at their various conflagrations would be much reduced.

INSURANCE IMPOSTS.—The insurance companies transacting business in the State of Kentucky, who are taxed at the rate of five per cent. on their premium receipts, have united together for resistance. The companies are about forty in number, and they propose submitting the question to the Supreme Court, whether the citizens of one State are entitled or not to the privileges of the several States. It is torture enough to respond to the current taxes of a State; but that one should be invented for the special punishment of companies that ought to be cherished for their usefulness, is an absolute outrage upon ordinary justice.—Insurance Journal.

AGRICULTURAL MUTUAL INS. CO.—The Secretary of this Company informs us that during the

month of July 7,632 policies were issued, and the number for June was 1,621, making a total of 3,253, against 2,665 last year—a number then considered an extraordinary large issue.

Railway News.

NOVA SCOTIA RAILWAYS.—The visit of the Minister of Public Works to Nova Scotia has already borne fruit. Tenders are asked for certain works on the line between Halifax, Windsor and Truro. These works comprise the repair of several bridges, improvements in masonry, the substitution of solid earth embankments for existing wooden structure, together with station accommodation at Richmond. Expenses are to be reduced by the dismissal of unnecessary employees.

GREAT WESTERN RAILWAY.—Traffic for week ending 31st July, 1868.

Passengers	\$28,183 30
Freight and live stock.....	33,054 16
Mails and sundries.....	2,187 75
Corresponding Week of '67.	\$63,425 21
Decrease.....	66,419 61
	\$2,994 40

NORTHERN RAILWAY.—Traffic Receipts for week ending 8th August, 1868.

Passengers.....	\$2,549 68
Freight.....	5,343 08
Mails and sundries.....	233 86
Total receipts for week.....	\$8,126 62
Corresponding week 1867..	11,544 13
Decrease.....	\$3,417 51

GRAND TRUNK.—Mr. Peter Clarke of Montreal writes to the Investors' Guardian, London, England, respecting the management of the Grand Trunk as follows:—

SIR,—One great source by which the income of this company may be improved is by an efficient control over the passenger fares. At present some of the passengers pay their fares to the clerk at the booking-office, whilst others pay them to the conductor (guard) when the train has started, and not a small number never pay their fares—they give a present (much less than their fare) to the conductor and then travel free. Between this city and Toronto there are six or eight of those conductors employed: all those, with the exception of one, follow the plan I have stated. I cannot speak with certainty about the conductors on the other parts of the railway. I have enquired of two parties who travel a good deal on the line between here and Toronto, and asked their opinion as to the extent to which this dead-head system is carried; they estimate it at one-fifth of the entire number of passengers, say 20 per cent. Take it at one-half, or 10 per cent over the whole line, it would amount to £700 to £800 sterling per week, or £35,000 to £40,000 per annum.

Mining.

MOISIC RIVER MINES.—A correspondent of the Hamilton Spectator visited these mines. He says that the ore is found at the very works in the form of a magnetic iron sand, and almost of pure metal. This is thrown into the first and brought out a mass of metal, ready for the hammers. For a distance of three miles down the coast this rich metal extends, and in some cases is six feet in depth. The Company has secured 12 miles of

wood land on each side of the Moisie River, by which they will have a supply of charcoal for many years. Mr. W. M. Molson of Montreal, is the President of the Company. It is intended to ship the iron sand to Cleveland, Chicago, New York and Philadelphia in its crude state in addition to the manufacture of iron on the Company's property.

PAID UP SHARES.—The case of the Imperial Silver Quarries Company has raised an important question about fully paid-up shares. Shares given to directors to qualify them for a seat at the board must now, according to Vice-Chancellor Malins, be considered as carrying a liability equal to the nominal value of the shares; and shares allotted fully paid up, unless to a bona fide holder or for purchase-money, must, we presume, be regarded as still carrying the original liability. This doctrine is somewhat startling at first, but when it is examined in the light of reason and common sense, it is seen to be conformable to both. For my own part, I hail it with considerable satisfaction. I could name more than one company in which people were induced to become shareholders on account of each of the directors having a stake of £1,000, when in reality they had not the value of the pen this is written with. Once let it be an understood thing that directors' and promoters' fully paid-up shares will in case of suspension or winding up be liable for the whole amount, and directors will not be as plenty as blackberries, as they have been for some time past. Shareholders' eyes are being gradually opened, and they will perhaps not make such mistakes in the future as they have in the past.—Investors' Guardian.

PRODUCE OF COAL.

According to the latest returns which are at hand, it would seem that the total known produce of coal in the world is thus distributed over the chief nations:—

Total..... 176,858,500

It would appear, then that of the total known produce of coal in the world, Great Britain raises more than half (57 per cent.), although it forms probably not more than one in forty of the population of the world. If to this coal produce we add that of the United States and the Colonies, we may conclude that the Teutonic race enjoys 73 per cent. or almost three parts out of four of the coal raised. It is hardly possible to over estimate the forces acting in our favor which are represented by this partial monopoly of the most powerful material agent of civilization.

TRADE OF THE UPPER LAKES.—The report of the American Bureau of Statistics for 1867 shows that the number of Western steamers has been nearly doubled, and that the tonnage has more than trebled in fifteen years. In 1852 the total tonnage of the Western lakes and rivers was 432,021, against 902,500 in 1866. The sail navigation of the upper lakes alone increased 900 per cent. in fifteen years ending with 1866, when it was 305,000 tons. In 1830 the whole tonnage of the country was but 1,200,000 tons; in 1840 it was 2,200,000, and in 1866 4,340,000. That is, the internal navigation began only in 1830, when it amounted to more than 7 or 8 per cent. of the whole, and now it is 22 per cent. In 1852 there were 687 steamers plying on the Western waters, of 171,153 tonnage, and in 1866 there were 1,312, with 364,964 tons.