

GOLD IN NORTH ELSLEY.—Gold has been found on the farm of Mr. John Poole, about two miles from Perth, in the county of Lanark. A piece of surface rock was sent to Dr. Girdwood for analysis a few days ago, and from his report it is more than probable that gold will be found in paying quantities at a very moderate depth. Mr. Pool will immediately dig twelve or fifteen feet, with a view to determine accurately the extent and richness of the deposit; and from the surface indications being so favourable as to induce Dr. Girdwood to advise a further search, satisfactory results may reasonably be expected.

Law Report.

ASSIGNMENT OF POLICY INSURANCE.—Where a fire policy provided that the same should be void if a new policy was effected without the consent of the Insurance Company, and an assignment was subsequently made of the policy to a mortgagee of the property, with concurrence of the Company, after which the mortgagor effected another insurance without the consent required by the policy: *Held*, on the premises being burnt down, that the policy was not void in equity as respected the mortgagee. [SPRAGGE, V. C., dissenting.] *Held*, also, that on paying the amount of the debt the Company was entitled to an assignment of the mortgage. — *Burton v. The Gore District Mutual Insurance Company.*

BANKRUPTCY.—*Held*, by the Superior Court of Lower Canada, that a creditor who, while accepting a composition, reserves his recourse against endorers of notes which he holds, and upon other securities, is not bound to deduct the sums obtained from such endorers from his dividend merely, but from the total amount of his claim. — *Joseph v. Lemieux.*

INCENDIARISM.—Elias Smith, who was recently in Toronto, committed for trial at Walkerton, on a charge of having hired a man to set fire to Coulson's hotel at Walkerton, was tried there at the assizes just closed and acquitted.

The Queen v. Samuel Frazer, charged with arson. John Ahern sworn, I live in Ottawa. In August last the stable on my premises was burnt. The fire took place at night; there were various articles in the stables.

W. G. Perly, sworn—I live very near the place of the fire. The witness then gave evidence as to a conversation between him and the prisoner, in which prisoner acknowledge being with Mathews when they set fire to the stable, though he had been reluctant to do so.

Detective O'Neill said he arrested the prisoner some days after the fire took place. He asked me who had told on him, I answered, Mathews. He denied having set fire to the place, but said it was Mathews. That he would not have gone with Mathews if he had not been taunted with being a coward, and not fit to be a comrade.

Mr. Gibb cross examined at some length, and at the conclusion addressed the jury in behalf of his client. The judge summed up and the jury retired to their room where they remained for a considerable time, and returned with a verdict of guilty.

Railway News.

GRAND TRUNK TRAFFIC.—The following are the returns of the Grand Trunk Railway of Canada, (including the receipts of the Montreal and Champlain and Buffalo and Lake Huron Railways) for the week ending September 14:—Passengers, \$57,502; express freight, mails and sundries, \$5,000; freight and live stock, \$91,721. Total, \$154,223. Corresponding week, 1866, \$139,218. Increase, \$15,005.

RAILWAY BRANCH CLOSED.—It is announced that the Grand Trunk Railway Company closed their office in Galt on the 8th of the present month. The Doon branch is also to be closed—the Grand Trunk Company having made arrangements for the carriage of all freight coming over their line for Galt by Great Western from Guelph. This course is in pursuance of the recent agreement made at London, by which injurious competition between the two lines at certain points is to cease.

COBOURG, PETERBOROUGH AND MARMORA RAILWAY AND MINING COMPANY.—A short time ago, on terms of the Railway Act of 1865, and of the Deed of Settlement, the sum of \$50,000, with \$6,000 interest, was paid into the Court of Chancery by John H. Dumble, Esq., the Managing Director of the Cobourg, Peterborough and Marmora Railway and

Mining Company. By this act on the part of the Company, the Town of Cobourg Debentures, issued by the Council on the vote of the ratepayers, are redeemed; and our whole responsibility on their account removed. — *Cobourg World.*

COBOURG, PETERBORO' & CHEMONG RAILWAY.—A scheme is on foot for promoting the construction of this road. Some of the promoters seem more anxious than honest. There appeared in the *Canada Gazette* a notice of application to Parliament purporting to emanate from the Town Council of Peterboro' which is now repudiated, the Council averring that such notice was published without their authority, and that the Council was opposed to taking stock in the road. The Peterborough *Review* gives the propositions made by the Cobourg promoters of the scheme:—"The Town Council of Peterboro' to pass a by-law, ratified by the ratepayers, granting a bonus of \$20,000 in aid of the road from Harwood to Peterboro'; the promoters to run the risk of getting the necessary Act of Parliament to embody the same in an act consolidating anew the debt of the town. The said \$20,000 to be paid in debentures, which the Cobourg & Marmora Company will take at par; payment to be deferred until the first train has passed through to Peterboro', which is promised to take place on the first of May next. If the permanent filling in of the Rice Lake bridge be not accomplished by that date, the said Marmora Company to give security that the work of filling in will be continued till finally completed. This is the first proposition. The second is that an equal bonus of \$20,000, pledged in the same way and payable in the same manner, be offered by the town towards the extension from Peterboro' to Mud Lake; said extension to be completed by the first of July next. The promoters decline to offer any guarantee as to tariff, in connection with these terms, and state that were they to become bound in that particular, they would expect a larger bonus. Such, we learn are the terms offered to the Town of Peterboro'. From other sources, we learn that a bonus of \$15,000 is asked from Otonabee, and one of \$5,000 from Ashburnham, in aid of the enterprise."

Speaking in the alleged interest of Peterboro', the *Review* proceeds:—"Apart from the interests of Ashburnham and Otonabee, we cannot see how Peterboro' is to gain by the re-opening of an outlet, which would cut off from this town a large portion of the trade in grain and produce now reaching us from the east. But waiving this view of the case, we regard the proposition made as wholly unacceptable. The Rice Lake bridge looms up as a marplot in the arrangement. It is not even promised, that the work of filling this in would be completed before our money would be demanded. We are to have some sort of security, indeed, for the completion of the task, but there are "too many slips 'twixt the cup and the lip," in regard to railway guarantees of this kind, and our experience of them already has been too discouraging to permit unbounded confidence to be placed in them. Again,—the chief argument of those friendly to this enterprise is, that by competition it would secure us a cheaper outlet than at present to the front. It requires a great deal of faith to see a prospect of this. On the terms offered, they decline any guarantee as to the tariff in future; which simply means, that when they have got the road in operation with the aid of our money, they will be at liberty to combine with the Port Hope Company, (then practically absolved from its present registered tariff) and secure for both roads a higher tariff than ever. Such arrangements between rival companies, for their mutual benefit, are witnessed every day; and the capitalists on both sides—shrewd men as they are—are the most unlikely persons in the world to ruin themselves by carrying freight at ruinous rates merely for our gratification."

A correspondent, writing on the subject, says:—"You are aware that the Railway Committee appointed by the people has been sitting of late to consider the matters referred to them. The final offer of the Cobourg and Peterboro' and Marmora Railway and Mining Company to construct the Railway from Peterboro' to Mud Lake via Lakefield, and to re-open the old Cobourg road, on receiving from the Town of Peterboro', town debentures to the amount of £10,000, appeared to the Committee too good an offer to be slighted—hence the Committee are about to report in favor of accepting the offer—and as it is offered to open the road through to Mud Lake by the 1st of July, it was deemed expedient by the Committee to give the necessary notice of application without delay, that an act

might be got at the next session of Parliament, and thus facilitate the matter. In compliance with the wishes of the Committee, the Secretary prepared the necessary notice. Messrs. Cluxton and Stevenson, at a meeting of the Council at which four members were absent, succeeded in passing the resolutions referred to. The Mayor, who was the Secretary of the Committee, justified his act in giving the notice on the grounds that the proposed railway extension was supported by a large portion of the people, and that he deemed it his duty to facilitate any measure which would give the people a right to vote on the proposed by-law. If the people by their vote sanctioned the extension, he would be blamed if by his negligence he had allowed Parliament to rise without getting the necessary act."

NORTH WESTERN RAILWAY.—The people of North Wellington, Grey and Bruce, are still agitating the subject of a railway from Guelph to Lake Huron. We have already chronicled the passage of by-laws, granting aid to the enterprise, by the municipalities of Egremont, Mount Forest, Nichol, Fergus and Elora. We have now to add to these the township of Minto, the ratepayers of which on Tuesday last, gave their assent, by a vote of 240 to 64 to a By-law granting to the Company a bonus of \$70,000. The By-law for Pilkington was voted on Saturday, when a majority of the ratepayers recorded their votes against it. The By-law for Garafraxa will be voted for on Friday; and for Nichol, on Saturday; and that for Maryboro, on the 30th October. A number of meetings were held in the township of Peel, with a view to the passage of a By-law by that township, granting, at least, \$50,000 to the road. — *Guelph Advertiser.*

IMPROVEMENTS ON THE P. H. L. & B. R. R.—The Port Hope & Lindsay Company are keeping their promise made last spring of putting new rolling stock on the line. The twenty-one new lumber (platform) cars are now nearly all completed; ten new grain cars and one express are also nearly ready; a new grain shed is being constructed at Port Hope; 10,000 tons of iron have arrived from England for the road, and the work on Galloway's bridge is being pushed ahead vigorously. Altogether about \$100,000 will be expended on the road this year, and though the tariff has been raised since last spring, the money has not gone into the pockets of the proprietors, as some supposed it would. Two fine new engines have recently been placed on the line, one is named the "Henry Covert," after the enterprising proprietor of the road. This engine runs to Peterborough, and was made at the Kingston locomotive works. The other engine is a monster weighing 34 tons, the tender holding nearly two cords of wood; she will draw, it is said, 18 cars of lumber. She was purchased at Portland, and is called the "Beavertown." We understand the extension of the road to Beavertown will be commenced next spring, if the townships interested take the requisite amount of stock; and the "Manvers trestle-work bridge" is also to be filled in this winter—a very requisite improvement. We take pleasure in announcing these signs of progress and prosperity in our railway company. — *Lindsay Post.*

Official Notices.

Notice is given that all members of the Mutual Fire Insurance Company of the County of Montreal, whose premium notes were in force on the 8th of May, 1865, when the business of the Company was discontinued, that an assessment of 40 per cent. on such premium notes has been declared by the Directors of the Company at a meeting of the board held on the 25th of September, 1867, and that such assessment is now payable, without delay, at the office of the Company, Montreal.

Notice is also given that another assessment of 10 per cent. has also been declared at the same meeting of the Directors on all premium notes in force on the 10th of October, 1864, (date of the destruction by fire of the barn of the late Frs. Quenneville, Esq., of St. Laurent) and that this assessment is also payable.

All persons thus notified, who shall not pay within thirty days, will be sued according to law, without any further notice or farther delay.

— The annual meeting of the Mutual Fire Insurance Company of the City of Montreal, for the election of Directors, will take place on Monday, the 4th of October, 1867, at four o'clock, p.m., at the office of the Company, Montreal. A statement of the affairs of the Company will be submitted at the meeting.