

River to Montreal is 430 miles. That the saving in distance by this route, as compared with that by the Welland Canal, between Chicago and Montreal is 368 miles. That it is possible to obtain a continuous navigation throughout with a depth of water according to Mr. Shanly's report of 10 feet; and according to Mr. Clark of 12 feet. That the Bay of the French River affords safe and accessible harborage for the largest vessels navigating the Upper Lakes. That an abundant supply of water for all possible purposes can be obtained at the summit. That the total ascent and descent to be overcome by lockage is 698 feet. That the total length of canal required to improve the several obstructive portions of the route, and including the enlargement of the Lachine Canal, will not exceed 58 miles; and the highest estimate (Mr. Shanly's) for the completion of the whole scheme of navigation, providing for locks of 250 feet in length, by 50 feet in width, with 10 feet depth of water, is \$24,000,000; while the lower estimate (Mr. Clark's) places the entire cost for a 12 feet navigation at not much over half that amount. It is also shown by the engineering reports referred to, that the saving in time in the round trip of a propeller between Chicago and Montreal, would be about ninety hours less than by the circuitous lake route; and that the cost of transport, not taking into account the great saving in insurance, would be less by fully 10 per cent. on the Ottawa route than on that by Lake Erie.

It is also satisfactorily established that there are no extraordinary engineering difficulties to be overcome in constructing the several canals needed as connecting links between the long stretches of deep water which form the leading feature on the entire length of the chain. At the summit dividing the upper waters of the Matawan from those of Lake Nipissingue, a cut of twenty feet depth and scarce three quarters of a mile in length, would cause the former now tributary to the Ottawa, to change their course and flow through the French River to Lake Huron.

Another feature deserving of remark is that the improvements required are made up of a number of small canals no fewer than 21 separate links in a total of 58 miles; the largest link in the chain being the Lachine canal, 8½ miles long; and while it is admitted that in some places the excavations will be of hard rock. It is also shown that there are no very deep or long cuttings and that the dams which will enter largely into the system of construction can be generally constructed without damage to the surrounding country.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending June 11, 1869.

Passengers	\$31,497 22
Freight.....	39,711 93
Mails and Sundries.....	1,874 02

Total Receipts for week.....	\$73,083 17
Corresponding week, 1868....	60,997 57

Increase \$12,085 60

NORTHERN RAILWAY.—Traffic receipts for week ending June 19th, 1869.

Passengers.....	\$2,961 99
Freight and live stock.....	14,732 22
Mails and sundries.....	258 00

Corresponding Week of '68.	\$17,952 21
	14,736 32

Increase \$3,215 89

UNION PACIFIC.—It is reported that at the meeting of the Union Pacific Railroad Company, held at Boston recently, the balance of the first mortgage bonds of the Company, and also \$10,000,000 of land-grant bonds, were taken by the stockholders. The proceeds of this sale will enable the Company

to pay all their floating liabilities, build a branch road to Denver, and fully equip the main track with all the rolling stock needed, and have a balance in the treasury.—*U. S. R. R. Journal.*

—Mr. C. D. Fox, the engineer of the Narrow Gauge Railway Companies arrived here on the 25th June from England. The survey of the Toronto and Nipissing line has commenced.

—About forty navvies on the Fredericton branch railway struck for 5 cents advance per day increase in wages.

RAILWAY TRAFFIC RETURNS.

FOR THE MONTH OF MAY, 1869.

	Miles in Operation, 1868.	Miles in Operation, 1869.	Total 1868.	Total 1869.	Freight.	Mails and Sundries.	Passengers.
Great Western Railway	351½	351½	280,602	294,058	107,458	10,017	117,183
Grand Trunk Railway	1,377	1,377	64,032	73,991	44,468	32,000	260,449
London and Port Stanley Railway	24½	24½	3,842	3,871	15,48	107	17,16
Welland Railway	25	25	10,703	12,301	13,48	163	12,36
Northern Railway	97	97	7,467	8,196	6,250	564	14,231
Port Hope, Lindsay, and Beaverton Railway, and Peterborough Branch	56	56	9,783	9,443	30,779	247	3,437
Cobourg, Peterborough and Marmora Railway	22	22	3,869	6,140	61,04	...	35
Brockville and Ottawa Railway	86	86	16,556	13,44	1,832	101	4,11
St. Lawrence and Ottawa Railway	54	54	10,363	14,688	6,000	107	7,010
Carleton and Grenville Railway	...	...	...	...	...	...	...
Stanstead, Shefford & Chambly Railway	...	...	...	...	...	...	...
St. Lawrence and Industry Railway	12	12	10,27	989	600	...	389
New Brunswick and Canada Railway	108	108	11,273	12,324	10,006	...	17,18
European & North American Railway	108	108	14,746	17,160	9,539	621	7,030
Eastern Extension Railway	145	145	23,118	23,661	13,228	129	10,204
Nova Scotia Railway	145	145	23,118	23,661	13,228	129	10,204
Total	2465	2474	119,5045	134,4752	76,4604	51008	429,050

*No returns.

Law Report.

MARINE INSURANCE—NON-DISCLOSURE OF DESTINATION.—In a case of Hartower vs. Hutchinson before the Court of Q. B., in England, the following facts appeared. The plaintiffs are merchants of Glasgow, and the defendants are underwriters in Glasgow and Liverpool. The policy of insurance was effected on goods in a ship to sail at and from Buenos Ayres to a port or ports of loading in that province, and to discharge in the United Kingdom. The ship went to Buenos Ayres, and then to Laguna des Corrientes, and on her way back to Buenos Ayres she was lost. The underwriters refused to pay, as the port of Laguna des Corrientes was not within the meaning of the policy of insurance. Mr. Cohen urged for the defendants that "a port or ports of loading" did not include a port at which there was no custom house, and from which the ship could not clear for a port in Europe. It did not include an entirely new and unknown port, such as Laguna des Corrientes. The insurers had shown a want of good faith in not disclosing the name of the port, in which there would have been charged a much higher rate, as the risk had been greater. On the other hand, Mr. Baylis (with Mr. Milward, Q. C.) argued that underwriters were supposed to know geography; and if they did not know, they ought

to make inquiries, as the insurers are not bound to communicate anything. The Court gave judgment in favor of the plaintiffs. It was not necessary for merchants to disclose to underwriters those things which the latter were presumed to know. In this case the underwriters undertook to insure the goods at and from a port or ports of loading in the province of Buenos Ayres, and it must be presumed that along the coast of a large province there may be ports of which the underwriters had no knowledge, as to which there may be particular risks; but, if they did not intend the full scope of the words they used, it was their duty to make inquiry as to what port the plaintiff intended to go. The underwriters not having done so, the plaintiffs were not bound to communicate anything. The judgement must therefore be for the plaintiffs.

TELEGRAPHY IN SWITZERLAND.—The reduction from 1 franc to 50 centimes, which was made at the beginning of last year, has on the whole proved a success. Without counting the 44,805 despatches relating to the telegraph service, there were 1,596,353 inland telegrams sent during 1868, against 794,666 in 1867, an increase of 801,687 despatches in favour of 1868. The number of international despatches sent in 1868 was 282,627, against 245,154 during the previous year, an increase also in favour of the former of 37,473 despatches. The receipts during 1868, as compared with those of the previous year, were as follows:

	1867.	1868.
	frs.	frs.
Gross receipts.....	832,538.61	921,182.45
Expenditure	748,976.46	846,900.60

Net receipts..... 74,562.15 74,281.85

Although the net receipts during 1868 were 280 frs. 30c. less than those of the previous year, it cannot be attributed to the lowering of the price for telegrams, but rather to the extraordinary expenses incurred by the telegraphic administration in the laying of new lines.

—The annual meeting of the Huron Copper Bay Company will be held in Montreal on the 5th July.

—Stock of the People's Telegraph Company is quoted in the Quebec stock lists at 101 to 105.

Commercial.

The Messrs. Beard, of this city, have made such arrangements with their creditors as to enable them to resume possession of the estate. It was returned into their hands early in the present week.

Bills of the Royal Canadian Bank are much inquired for and very scarce. The principal brokers have orders for many thousands of dollars, but can only get a small supply. This is probably owing in a great measure to a general impression in the country that the bank will shortly resume.

Since the commencement of the present month there has been an extraordinary movement of wheat, &c., in the principal American markets. For the four weeks ended June 19th, the receipts at five western lake ports were 458,268 brls. of flour and 54,664,910 bush. wheat; against 230,758 brls. of flour and 1,693,937 bush. of wheat, last year; being more than three times as much wheat and nearly three times as much flour as last year. A Buffalo paper estimates the wheat movement as follows:—

In store at Chicago and Milwaukee 21st....	1,200,000
Afloat on lakes for Buffalo & Oswego 21st....	1,024,000
Afloat on canal, destined for tide water....	1,800,000
In store in New York 21st.....	528,836

Total (not including stocks at Buffalo and Oswego)..... 5,552,836