

more authentic source what he really observed and thought.

Since I last wrote you, a number of rock specimens have been sent here for assay from the neighbourhood of Mallorytown, in the County of Leeds, the results of which indicate that the gold-bearing rocks of Ontario are well developed in that region; but of fourteen specimens assayed, only one was found barren, the others yielding respectively from \$1 75 to \$94 per ton.

Insurance.

MARINE RECORD.—April 9.—Side wheel steamer *Sea Bird*, belonging to Goodrich's line, was burned off Waukegon. She was valued at \$70,000; no insurance; 98 persons, including passengers and crew, lost.

Kelly's Island, April 7.—Schooner *Sea Bird* sunk in twenty feet of water; crew saved.

FIRE RECORD.—St. John, April 6.—A number of stables, barns, and outhouses, and one or two dwelling houses. The stables, &c., belonged to Messrs. Brown & Hamon, whose loss will be heavy; insured for \$4,000 on buildings, and \$2,000 on stock, which latter included six fine horses.

Quebec, April 6.—Building on the corner of St. John and Eustache Streets, used partly as a dry goods store, and occupied by several tenants who lose heavily; insurance on building \$2,000.

Quebec, April 8.—A building on Richelieu Street, occupied by C. Marois, joiner, totally consumed, with contents; no insurance.

Quebec, April 11.—Walsh's House, Chain-plain Street; damage slight; covered by insurance.

Paris, April 7.—The wooden passenger station of the Great Western Railway; no insurance.

Brantford, April 10. Workshop of S. Cole, Charlotte Street; loss \$500 to \$600; no insurance; cause, incendiarism.

MORTALITY IN TORONTO.—The deaths in Toronto during the past three months were, in January, 78; February, 76; March, 74.

MONTREAL FIRE MARSHALSHIP.—We understand that two gentlemen—one French and the other English—have been appointed to carry out the duties appertaining to the Fire-Marshalship of Montreal. Both are members of the legal profession, and we believe Mr. Dunbar Browne is looked upon as one of the lucky men.—*News.*

—The Board of New York fire underwriters have rescinded the resolution to allow a commission of fifteen per cent. upon the premiums upon fire policies. The resolution was only in force three weeks, a sufficient length of time to prove that it could not be sustained. It is to be regretted that the rashness of such a course was not foreseen, so as to have prevented the adoption of the resolution.

Referring to the clause in the new Insurance Bill respecting deposits for each branch of business carried on, the *N. Y. Insurance Journal* says:

"It must, however, be remembered that in this country it is not permitted that a fire insurance company should practice the business of life insurance also. They must be distinct corporations. It may not be so in the Dominion; but still it is most unlikely that one of our companies should enter Canada with the double design when it is confined to one in the country of its origin. In remarking upon this new state of things in Canada in relation to insurance, we must not forget that we are even less indulgent to foreign countries, although perhaps the protective character of the companies is entitled to less severity.

—Several of the leading insurance agents in Halifax have expressed their readiness to contribute their proportion of \$2,000 to secure a fire alarm telegraph for that city.

REVENUE OF CANADA FOR MARCH.—Customs, \$729,411; Excise, \$234,174; Bill Stamp Duty, \$14,353; Post Office, \$52,392; Public Works, including Railways, \$24,428; Miscellaneous, \$265,417—Total, \$1,321,182. Expenditure, \$950,327.

Navigation.

SHIP BUILDING AT QUEBEC.—Last spring the number of vessels of all kinds in course of construction was 18, now there are 32 on the stocks. In 1867 there were nine shipyards open, now there are 14. The men employed in 1867 numbered 1,243; they are now 1,970. Considering the gradual decline in wooden ship building, this is a satisfactory statement.

NAVIGATION OF THE ST. LAWRENCE.—The Council of the Quebec Board of Trade, in presenting their annual report, say that they have taken a deep interest in all questions affecting the security and efficiency of navigation on the Lower St. Lawrence, and, in furtherance of that object, have held communication with both the Trinity House and the Honorable the Minister of Marine and Fisheries. In a letter addressed to the latter gentleman, they urged on the Government the removal of the Light House from the centre of Red Island Reef, and the substitution of a Light Ship at the east end of Red Island Reef, with a steam fog whistle for thick weather, a Light Ship on Manicougan Shoals, which are very long and dangerous, and the establishment of guns on Egg Island, and at the Point des Monts, to be fired at short intervals, as is done at Bic and Green Island. These suggestions, they had reason to hope, would be favourably entertained by the Government, as the Trinity House have approved of them, and submitted estimates to the Marine Department of the cost of the Light Ship on Red Island. The gun on Point des Monts will be fired from 1st April.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for the week ending 27th March, 1868.

Passengers	\$27,816 84
Freight	47,987 76
Mails and sundries	2,865 80

Total Receipts for week, \$78,620 40
Corresponding week, 1867 69,139 89

Increase \$9,480 51

NORTHERN RAILWAY.—Traffic receipts for week ending 4th April, 1868.

Passengers	\$3,278 10
Freight and live stock	8,976 84
Mails and sundries	490 36

Total \$12,705 30
Corresponding week, 1867 10,893 34

Increase \$1,811 96

EUROPEAN AND N. A. RAILWAY.—The Traffic Receipts on the St. John and Shediac branch of this Railway for the month ending 31st March, compared with the corresponding month last year, is as follows:—

	March, 1868	March, 1867
Passengers	\$3,675 94	\$3,319 40
Freight	6,597 68	8,092 02
Mails and Sundries	503 34	788 53

Totals \$10,776 96 \$12,199 96

PURCHASE OF IRISH RAILWAYS.—A recent number of the *London Owl* contained the following:—There is good reason for believing that the report of the Irish Railway Commissioners, which rapidly approaches completion, will recommend, not, as has generally been stated, a system of subsidies, but an absolute purchase, consolidation, and leasing of existing lines, subject to the regulations which Lord Derby some time since informed the Committee of Peers and Commons who pressed the subject on his consideration were absolutely indispensable in connection with the Government supervision.

STEEL RAILS VS. IRON RAILS.—It is certainly shown that the amount of traffic must decide which material it is most economical to use for the maintenance of the permanent way; and the greater the traffic the more decidedly does the balance incline in favor of steel. Apparently, moreover, between that large traffic which requires solid steel rails, and that light traffic which makes iron the most suitable,

there is a medium of business for which steel-topped rails are better than either. This may perhaps be from seven to ten years (using the duration of iron rails as a sort of measure for the business); and, if so, would secure for the steel-topped rails a wide demand, since that is not far from the average of ordinary business on well-sustained railways.

In this country it is usual for the construction of railways to precede the creation of the business which is intended to support them. We do not wait for a region to be settled and rich before we tap it with a road; we build the road, and carry population and wealth into the country. For our new railroads, therefore, iron is undoubtedly the best material; and it is not until they have acquired an immense traffic that there is for their purposes any superior economy in the use of steel.—*American Journal of Mining.*

Notices.

—The following insolvents were gazetted last week:—Philip Edgar, Napanee; James McNiven, Ingersoll; Patrick Lagan, Toronto; George Ringland, Montreal; Jacob Atkins, Milbrook; Henry Robinson and James Richardson, of Nichol; Robert Cramer, Belmont; John McKeecher, Reach; S. Threlkelt, Oshawa; Thomas Palmer, Ingersoll; John Smith, Toronto; James Grindley, Guelph; John Hatch, Woodstock; Noel Pratt, Montreal; Jas. Cloy, Thorold; John Hutton, Windsor; Charles G. Moore, London; and David Farrar, London.

—Notice is given, that Hugh McLennan, Jean Baptiste Auger, John Grant, Alexander Geldes, Murdoch Laing, of Montreal, and George M. Kinghorn, of Kingston, will make application by petition to the Governor of Quebec, to incorporate them under the name of "The Montreal Transportation Company," for carrying on a General Forwarding business, on the St. Lawrence and Ottawa Rivers and Rideau Canal, to and from all ports of Lake Ontario and the Upper Lakes, constructing, owning, chartering or leasing barges, steamboats, wharves, roads, or other property for said purpose; the head office of the Company to be in Montreal, with offices at other places where required; the capital stock of the company to be \$200,000 in 2,000 shares of \$100 each; subscribed stock, \$50,000; the three first directors of the company to be H. McLennan, J. B. Auger, and Geo. M. Kinghorn.

—Mr. E. Mitchell has received the appointment of Teller in the Branch of the Bank of Commerce, recently opened in Hamilton.

—Mr. E. J. Chapman, Professor in the University College, Toronto, writes to a city paper saying that he has found gold in certain specimens of galena and copper pyrites occurring together in well-defined veins, in the region of Black Bay, lying between the Neepigon River and Thunder Bay, on the north shore of Lake Superior. He collected the specimens personally, in tracing out some of these veins last summer. Carefully repeated assays have yielded amounts of gold, varying, per ton, from fifteen to nineteen dwts., the mean being 17 dwts. 12 grs., with rather more than two ozs. of silver. These results, obtained, it will of course be understood from surface specimens only, and from specimens entirely destitute of "free" or visible gold, shew a value of nearly \$21 per ton, irrespective of the large amount of lead and copper present in the ore. The rocks are identical, in general age, with the gold bearing rocks of Nova Scotia, but different from those at Madoc. Mr. Chapman attaches much importance to the discovery.

Law Report.

DECISIONS OF THE U. S. TREASURY DEPARTMENT.—The following is a synopsis of sundry decisions made by the Treasury Department:

Tata vessel trading on the northern, North-eastern and North-western frontiers of the United States, not actually compelled by stress of weather, in the regular course of her voyage, to be repaired, in order to secure the safety of the vessel, to enable her to reach her port of destination, shall be required to pay an ad