

RAILWAY COMMISSIONERS.—Aquila Walsh, Esq., M. P. for Norfolk, has been appointed Railroad Commissioner for Ontario; C. J. Brydges Esq., managing director of the Grand Trunk Railway, for Quebec; the Hon. E. B. Chandler, for New Brunswick; and Mr. Meredith, for Nova Scotia. Under the Independence of Parliament and Intercolonial Railway Acts passed last session, it will not be necessary for Mr. Walsh to go back to his constituency for re-election.

THE W. G. AND B. RAILWAY.—An exchange says: The first section of this road was let on the 18th inst., to contractors, at a figure below the estimate, (\$15,500 per mile.) The township of Normanby which lately withdrew the By-law granting a bonus to the narrow gauge has now introduced one to give a bonus of \$50,000 to the W. G. and B. road.

GRAND TRUNK.—We hear that a satisfactory arrangement has been come to, during the week, between the Committee, headed by Mr. Ritter and Mr. Creak, and the Board, by which three or four new members will be introduced into the Board, including Mr. Ritter and Mr. Creak, to whom the Proprietors are deeply indebted for the exertions to reform the management.

Economy in working is to be the order of the day in future, and this being so, we tell the Proprietors that in the Grand Trunk they have a much better property than most of them think.

Of course, under the circumstances of the amicable and fair arrangement made between Messrs. Creak and Ritter's Committee and the Board, there will be no necessity for the formation of a Grand Trunk Proprietor's Association. Agitation will cease, and its expense be avoided.—*Herapath's Journal.*

RAILWAY TRAFFIC.—The railway returns for August show as follows:—The Great Western \$260,017 in 1868 against \$270,183 for the same month last year; Grand Trunk, \$627,713 in 1868 against \$600,779; Brockville and Ottawa, \$14,115 against \$10,213; St. Lawrence and Ottawa, \$9,349 against \$9,518; New Brunswick and Canada, \$10,837, against \$7,459; European and North American \$16,560 against \$15,517; Nova Scotia, \$25,848 against \$22,006.

ATLANTIC AND GREAT WESTERN RAILWAY.—A general meeting of the stockholders was held in New York on Sept. 21. After James McHenry had been voted to the chair and the minutes of the previous meeting adopted, a report from the Board of Directors was read, congratulating the stockholders on the improved aspect of affairs, stating that arrangements had been completed with the English creditors, which were being actively carried out, and recommending that the stockholders should ratify the terms of the agreement with the creditors, and should formally authorize the issue of seven million (7,000,000) dollars of second consolidated mortgage bonds, to replace a similar amount of debentures.

Resolutions carrying these recommendations into effect were adopted, and the thanks of the meeting were voted to the President, the Directors and to Mr. McHenry for their exertions in behalf of the Company.

INSOLVENTS.—The following new Insolvents were gazetted last week:—Louis Roverge, La Presentation; Jas. Christie, Elora; Henry Winter, Sombra; John H. Bartlett, Granby; Calvin Hall, Manvers; Moise Duquette, Montreal; Pierre Dufresne, Montreal; Thomas J. Jones, St. Mary's; J. Z. Phillips, Montreal; Prosper Archombault, Parish of St. Vincent de Paul; Anthony and Matthew Walsh, Montreal; Wm. Hilton & Co., Montreal; Ephraim Cronk, Aylmer Village Co. Elgin; Thomas L. Lewis, Innisfil; Charles Canning, Plessisville, Somerset; Edward Fawcett, Guelph George Wilson, M. D., St. Mary's; W. B. Bowie & Co., Montreal; Pierre Beique, Granby; Norman Adna Bates, Mitchell; Thomas McFane, Picton; Octave Brisettes, St. Bridgette; J. B. Butler & Co., Oshawa.

Insurance.

INSURANCE MATTERS IN MONTREAL.

(From a Correspondent.)

MONTREAL, Sept. 30, 1868.

Since my last the incendiary has been actively at work, and we have had three fires, all in stables, in one of which three horses were destroyed. The total loss will be under \$800. The city authorities are going to offer a reward of \$1000 to detect the authors, but I question if it will be any use. It is a positive fact that from the day our local government appointed two of their *hangers-on* (both briefless barristers, and in every respect most incompetent) we have had nothing but incendiarism. One of the employees of these marshals has been accused of being the author of many of these fires.

If I were to say that the Insurance Agents are becoming alarmed at the existing state of affairs, I might do them an injustice. Owing to the want of honest dealing one with another, and the universal distrust they exhibit towards their confederates, no united action in any way pertaining to their common interests can be expected. Mr. Perry of the "Royal," seems the only person who takes an interest in exposing the existing state of affairs. He is the author of the existing Fire Marshal's bill, an excellent one, if worked by an honest and efficient Fire Marshal. Unfortunately, however, this is not the case, and the number of fires is rapidly increasing, as the following table of fires for the two months the Marshals have been in office, compared with those of previous years, will plainly show.

	1865.	1866.	1867.	1868.
No. of Fires, July	6	11	14	18
August	10	12	14	18
Totals	16	23	28	36

Of the 16 fires for the two months of 1865, 13 were accidental and 3 unaccounted for. Of the 23 for same period, 1866, 21 were accounted for and 2 not ascertained. Of the 28 for same period, 1867, 21 were accidental and 7 not known. Of the 36 in same time, 1868, being the two months during which the Fire Marshals have held sway, 24 are known to be acts of wilful incendiarism. During the present month of September, we have already had fourteen fires, eleven of which were purposely set. So much for the operation of our new system of fire marshalship under the Chauveau & Dunkin Government.

FIRE RECORD.—London, Ont.—The boiler of Messrs. M. & E. Anderson, exploded, killing one man, seriously injuring a number of others, and greatly damaging the building.

Wellington Square, Sept. 21.—Stable of Thos. L. White, at Hillbridge, partially consumed; the whole of his extensive premises had a narrow escape; cause supposed to be heated manure.

Black Creek, Sept.—Dwelling-house, barn and outbuildings and live stock of Mr. Roundtree; particulars as to insurance, not given; believed to be incendiary.

The Grist Mill and Distillery belonging to Mr. George Privat, Enniskillen, were totally consumed.

Ainleyville, Sept.—Store and contents of Mr. George R. Ross; very little saved. Loss heavy; partially insured; no satisfactory account of the fire can be given.

Lambeth, Sept.—Barn of S. Reynolds, and contents; insured for \$200; loss heavy. The fire is thought to be the work of an incendiary, and the suspected party has left the neighborhood; four valuable horses in the barn were roasted to death.

St. John, Sept. 12.—Premises of Joseph Fairweather, Market Avenue, totally destroyed; loss chiefly covered by insurance.

Richmond, Quebec, Sept. 22.—House and store of Mr. E. F. Miller, with contents; loss about \$8,000 partially insured; cause unknown.

Ancaster, September 27.—Hotel of J. Crann, and adjoining building of A. Raymond; total loss about \$5,000; Crann was insured for \$600; Raymond no insurance.

North Norwich, Township, Ont., Sept. 1.—Barn of M. M. Kiff, and contents; loss heavy; partial insurance.

Port Dalhousie, Sept. 28.—The light-house at this place caught fire, but was saved.

MARINE RECORD.—Port Rowan, Ont., Sept. 23.—The schooner Florida and barque Grace Greenwood went ashore last night on Long Point, near the old cut. The barque was got off this morning. The schooner is hard on, loaded with 19,000 bus. of corn from Chicago to Oswego.

Oswego, Sept. 21.—The schooner Resolute, from Belleville, Ont., for this port, with barley, in attempting to enter the harbor last night, struck the west pier, and is going to pieces. Crew saved.

Newcastle, Sep. 28.—The schooner *Ariadne*, of Port Newcastle, went ashore on Saturday, at 11 P. M., a little to the west of Port Granby. The vessel was loaded with barley, for Oswego, and had just left the harbor, when, owing to the heavy swell, she struck the ground outside. The crew endeavoured to pull her off by the anchor, which dragged, the wind being very high, and blowing from the south. She beached about one hundred and fifty yards west of the pier. There is about three feet water now in the hold. The vessel and cargo are partially insured.

—The Equitable Life Insurance Company has made a deposit with the Government.

—The *Etna* Life has adopted the contribution method of distributing surplus applicable only to dividends to policy holders making their payments under new tables of low cash rates.

—Under the English system of granting small government insurances and annuities through the medium of the Post Office, the number of life policies issued at the end of 1867 was 1485, covering £11,437. The success thus far is not considered a justification of the anticipations formed respecting government schemes.

HARTFORD LIVE STOCK CO.—The failure and winding up of the Hartford Live Stock Company is said to be owing to claims amounting to \$80,000 which had never been reported to the Directors, and an immense volume of bad risks. Profiting by this failure the *Etna* has increased its rates 30 per cent., inaugurated a new system of inspection and reduced the risks to two classes. The liabilities of the Hartford are placed at \$180,000, to pay which it has \$100,000 in hand and \$20,000 other assets.

PREMIUM NOTES.—In discussing the question of assets the Massachusetts Commissioner, in his recent report, says:—The merit of the premium note plan involves two questions: *First*, Is the plan a good one for the insured? and *second*, Is it a safe one for the company? With the first question we have nothing to do here, except so far as it is involved in the second, and shall, therefore find no occasion to say anything upon it.

Are premium notes or loans a safe investment for the company, and may they properly be counted among its legitimate or realized assets as against its reserve fund? There is no mystery about the matter because it involves a transaction between a life insurance company and a policy-holder. If John Doe has given his bond to pay a sum of money to Richard Roe, and at the same time holds the note of Richard running to himself, the note of Richard is just as good as legal tender to John, under certain limitations. The limitations are these: The amount due on the note must always be less than the liability on the bond, and John Doe must always have his affairs so well in hand that he can take care of all his other debts