

A NEW RAILWAY PROJECT IN NOVA SCOTIA.

It is proposed to extend the railway now in course of construction between Windsor and Annapolis, to Yarmouth in the western part of the Province. Windsor is already connected with Halifax by rail, and the line from Windsor to Annapolis will doubtless be completed next summer. The distance from Halifax to Annapolis by this route is 130 miles, and it is computed that about 70 miles of rail will connect Annapolis and Yarmouth—making the whole distance from the latter place to Halifax about 200 miles. It is claimed for this route that, besides giving Western Nova Scotia railway connection with Halifax, it will afford a direct route for through travel to the West. The distance from Halifax to Yarmouth could be made by train in ten hours, and it is asserted that steamers could make the trip from Yarmouth to Portland in twelve hours—the distance being but 170 miles. This would enable the people of Halifax to reach the eastern terminus of the Grand Trunk within twenty-four hours—saving, at least, twelve hours, as compared with either of the existing routes.

The Government at Halifax have promised to put into their next estimates an appropriation of \$2,000 for the survey of the route from Annapolis to Yarmouth. Mr. Sandford Fleming has, with the consent of the authorities at Ottawa, undertaken to make the survey for the money, and thinks such a survey may be made by March next.

—Notice is given that application will be made to the Legislature of Ontario, during the present session, for an Act to revive the charter of the Hamilton and Port Dover Railway Company, for the limited purpose of realizing their assets to pay debts.

—Proprietors of shares in the capital stock of the Ottawa City Railway Passenger Company are to pay a further call of 50 per cent. on the subscribed stock, at the Ontario Bank, before the 1st day of February.

ENTERPRISE IN QUEBEC.—Progress is the order of the day in Quebec as well as in Ontario, New Brunswick and Nova Scotia.

L'Esperance asserts that a company is now in process of formation with the object of building a narrow gauge railway from Point Levis to the Maine frontier, passing through the counties of Levis, Dorchester and Beauce, a route which would place the American terminus of the road near the headwaters of that old entrance to Canada, the Kennebec. It also states that the success of the enterprise is assured owing to the influential political men and wealthy capitalists who are at its head. Are the Halls, Forsyths, Chauveaus, Blanchets, Cauchons, etc., of the ancient capital seeking for a short outlet to the United States seaboard and a market for Quebec manufactured lumber? Time will tell.

The first actual year under Confederation has, to say the least, witnessed a great advance in the industrial enterprise of this Province. Among the greater and lesser works projected, most of which will eventuate into realities, a retrospective glance will disclose the following: 1. The St. Louis Hydraulic Company, a scheme designed to utilize about ten million horse-power now literally going to waste at off very doors, and calculated, with enterprise and good management, to make Montreal the greatest manufacturing centre on this continent. 2. The extension of the Massawippi, a work which will give Montreal and Quebec another almost direct route to Boston. 3. The extension of the Stanstead and Sheffield Railway to Chambly and thence, ultimately to Longueuil, opposite Montreal, an extension which, when completed, will still further shorten the route to the seaboard. 4. Construction of a railway through the county of Missisquoi, giving

many of the Eastern townships' farmers and traders direct access to New York, Boston and Montreal. 5. Wooden railway from Quebec to the township of Gosford, opening up the country to the northward for settlement, and furnishing a cheap and almost inexhaustible supply of firewood to the people of Quebec city and vicinity. 6. Wooden railway through the counties of Drummond and Arthabaska, opening portions of them up for settlement, and giving access to the St. Lawrence, Richmond and Sherbrooke. 7. Wooden railway along the valley of the St. Francis. 8. Wooden railway from Montreal to St. Jerome, and thence north, if we please, to the Pole, opening up an enormous district for colonization, and providing an inexhaustible supply of cheap firewood. 9. Revival of the Piles railway project, a scheme intended to give the settlers access to the Upper St. Maurice, and provide an outlet for the valuable lumber of that equally enormous valley. 10. Proposed canal between the rivers Richelieu and Yamaska. 11. Proposed narrow gauge railroad between the St. Lawrence and the head waters of the Kennebec. Many other projects were mooted, but the above list comprises the principal ones—half of which, we confidently repeat, will begin to bear fruit before the present year has expired. Who can say, in view of the above array of intelligent, well-grounded schemes for the development of the resources of the Province of Quebec, that it has not prospered, or will not prosper under Confederation?

ASHBRIDGE'S BAY CANAL.—A scheme to open a harbour at Leslieville has been started by the inhabitants of the locality, and notice has been given of a bill to sanction the project. The object designed in the construction is, to become independent of the local market for fuel; and, with the canal constructed, wood can be brought in at a much less cost to the inhabitants than at present. It is computed that the parties who would benefit, use at least 7,000 cords per annum; and a very small amount on the total cost of that quantity of fuel would construct the canal. Besides, there are large quantities of lime, plaster and other articles imported, which could be cheapened in cost of carriage by the proposed canal. Its length is estimated at about a mile, and it will strike across the bar a short distance east of Mr. Leslie's nurseries, near Toronto.

—The Lieutenant Governor of Ontario has authorized the issue of letters patent, incorporating the "Church Printing and Publishing Company," with a head office at Toronto or Hamilton, and with power to establish agencies in other cities and towns. Nominal capital \$6,000.

—Some enterprising country projectors speak of making a canal between St. Hyacinthe and St. Charles, so as to connect the Richelieu with the Yamaska—a distance of about thirteen miles. This would enable the people of St. Hyacinthe to get access to the St. Lawrence at Sorel, and thereby shorten the water way to Montreal.

NEW INSOLVENTS.—The following new insolvents were gazetted on Saturday, the 9th inst.: Paul Tawrin, parish of Montreal; Joseph Nodeur, township of Stanfold; F. D. Cummer, Toronto; Lewis T. Cole, Napanee; David Dean, Bayham; Timothy McCarthy, Bayham; Guelph Packing Company, Guelph; Robert Armstrong, Ailsa Craig; N. Loubert, St. Johns; Thomas Robinson, Esqueving; Joseph Mann, London; P. O'Brien, Belleville; D. L. Carscallen, Belleville; James Flynn, Orangeville; John Wylie, Iroquois; M. Findley, Ingersoll; Wm. Gilmore, Toronto; Grant & Henderson, Ottawa; Donald Matheson, Toronto; A. T. Boucher, Montreal; William Riddle, London; D. D. Chesbro, Belleville; John Clements, Berthier; Edward Ward White, Kingston; Edward Wilmet, Kingston; Thomas Coe, Ashburnham; Monteeth, London; L. P. Profontaine, Bolocial, Buckland, Howell & Co., Montreal.

THE MUNICIPAL LOAN FUND.

It appears that the municipalities of the Province of Ontario borrowed from the Government, under the Municipal Loan Fund Act, \$7,300,000. Of this amount, \$5,867,400 were spent on railways, and \$1,432,600 on local improvements. Of the entire amount invested in railways \$3,229,400 was by way of loan and \$2,638,000 in stock.

Municipalities. Counties.	Railroads.	Local Improvements.
Grey.....		\$16,000
Northumberland and Durham.....		460,000
Perth.....	200,000	88,000
Oxford.....		20,000
Lincoln.....		48,000
Lambton.....		16,000
Lanark and Renfrew.....	800,000	
Elgin.....	80,000	
Hastings.....		157,600
Essex.....		32,000
Huron and Bruce.....	300,000	8,000
Total counties.....	\$1,380,000	\$845,600
Townships.		
Hope.....	\$60,000	
Bertie.....	40,000	
Brantford.....	50,000	
Wainfleet.....	20,000	
Canborough.....	8,000	
Moulton and Sherbrooke	20,000	
Middleton.....		5,000
Stanley.....		10,000
Woodhouse.....	80,000	
Norwich.....	200,000	
Ops.....	80,000	
Windham.....	100,000	
Elizabethtown.....	154,000	
Total townships.....	\$812,000	\$15,000
Cities.		
Ottawa.....	\$200,000	
London.....	375,000	
Total cities.....	\$575,400	
Towns.		
Port Hope.....	\$680,000	\$180,000
Niagara.....	280,000	
Cobourg.....	500,000	
Brantford.....	500,000	
Paris.....	40,000	
Prescott.....	100,000	
St. Catharines.....	100,000	
Woodstock.....	100,000	
Cornwall.....		12,000
Belleville.....		20,000
Simcoe.....	100,000	
Brockville.....	400,000	
Stratford.....	100,000	
Goderich.....		100,000
Barrie.....		12,000
Chatham.....		100,000
Dundas.....		52,000
Guelph.....	80,000	
Peterboro.....	100,000	
Total towns.....	\$3,080,000	\$566,000
Villages.		
Chippawa.....	\$20,000	\$6,000
	\$5,867,400	\$1,432,600
Total.....	\$7,300,000	

Port Hope, which gave its entire \$680,000 to two railways, the Peterboro and Port Hope, and the Port Hope, Lindsay and Beaverton, owes over a million and a half to the Fund, which is \$40,000 more than the entire assessed value of the real and personal property of the town! Cobourg is in the next worst state, owing \$971,400, whilst its assessment is but a million and a quarter.