

We asked the Superintendents of the Steel Works and Iron Works, whether they were satisfied with the working of the road, they replied—"perfectly more powerful engines are only needed, and these are on their way."

The present engine, by the way, was hauled over a hilly country for 20 miles.

In the letters which you reprinted, a statement appeared giving a particulars of construction of the road to which I will refer your readers. The sleepers employed are not adzed. The notch for the rails is made by machine, the wedges; two at each notch, are made by an adapted shingle machine from the waste of the maple rails, which are easily sawn in an ordinary mill. Most of the rails that we saw were good, and the part that had been used for a year for heavy work had worn well. Mr. Hulbert gives the average "life" of a rail at five years. There is not the slightest difficulty in replacing the old rails with new. A few minutes suffice to unwedge the rail take it up and lay down and wedge up another. The rail cannot warp sideways being tightly notched in, every yard the wood being made to take the curve in a way that would be impossible with iron. The curves were pronounced to be beautifully laid. This road, which was a particularly difficult and expensive one to make, was constructed at a cost of \$7,000 U. S. currency, or \$5,000 gold a mile, but in an ordinary country such a road can be laid down for much less. A short line of road which Mr. Hulbert made a few years ago was made for \$4,000 a mile, and he is willing to contract to carry the Clifton road right through a mountainous country for 150 miles at \$4,000 gold a mile. In a back country, north of Lake Ontario, rough in parts, but where wood is only too plentiful, it seems probable that a Wooden Railway can be laid down at from \$2,000 to \$3,000 a mile. We were all satisfied that a considerable traffic can be carried over such a road, that steeper grades and sharper curves can safely be made use of, that freight may be taken at the rate of about 10 and passengers about 20 miles an hour, without more risk than over an Iron Road. I may add that the rough passenger car that we rode in had no springs but the bumping was by no means severe.

Wooden Railways appear to me to be the very thing that are wanted in this country. I do not think that they will ever take the place of Iron Railways where capital can be obtained for either, but as feeders to the main line, and for the purpose of opening up the country, I believe they will be found to be of the greatest benefit. In our back country all the material is there at hand, and nothing is required but superintendence and labour; the labour is not of a specially skilled description, but is of just the kind to suit the inhabitants of the country, and the care of the railway can safely be entrusted to them, the repairs requiring much the same kind of work that they are in the habit of doing every day.

I must now no longer trespass on your space, but what I have written may, I hope, help still further to direct the attention of the public to a subject which I, in common with others, believe will prove of vast importance to this Canada of ours.

I am sir, yours truly;

CHARLES JAS. BLOMFIELD.

Toronto, Aug. 25, 1868.

#### GRAND TRUNK RAILWAY.

Editor Canadian Monetary Times.

SIR,—There has been a good deal said and written, both here and in England, in reference to the present position and management of the Grand Trunk Railroad, and I see it noticed they intend applying, or have applied, to the Government of Ontario for a grant of land, and to the Dominion Government for other assistance. This being the case, I think it desirable the public should know before such aid is granted the unjust policy this Company are now and have been pursuing towards

this country in favor of the United States, and now lay before them the following facts in reference to the rates of freight charged:—

Rate from Chicago to Boston on flour and meal, Am cy.....	95c
Out of which road pays.....	
Dockage and shipping in Chicago.....	3c
Agents' wages, say.....	1c
Boat from Chicago to Sarnia 25 per cent.....	24c
Portland to Boston.....	12c

Grand Trunk gets in Am cy..... 55c  
Which is equal to 38½c gold, from Sarnia to Portland 798 miles, or less than ½c per ton per mile.

Rate from Chicago to St. John, N. B. \$1 15	
Dockage and shipping on flour and meal.....	3c
Agents' wages.....	1c
Boat from Chicago to Sarnia 25 per cent.....	29c
Portland to St. John, 20c gold.....	28c

Grand Trunk gets in Am cy..... 54c  
Which is also less than ½c per ton per mile.

Rate from Chicago to Toronto on flour and meal.....	50c
Dockage and shipping.....	3c
Agents' wages.....	1c
Boat from Chicago to Sarnia gets 49 per cent.....	24½c

Grand Trunk gets in Am cy..... 21½c  
Which is equal to 14c gold, or less than 9-10c per ton per mile.

Rates from Chicago to Montreal on flour and meal.....	79c
Out of which road pays.....	
Dockage and shipping.....	3c
Agents' wages.....	1c
Boat from Chicago to Sarnia 29 per cent.....	20 3-10

Grand Trunk gets in Am cy..... 45 7-10  
Which is equal to 32c gold, or less than 65-100c per ton per mile.

Contrast the rates on Canadian productions to Toronto.

Sarnia to Toronto \$35 per car, over 2c per ton per mile.

Stratford to Toronto, \$28 per car, over 3c per ton per mile.

Guelph to Toronto, \$21 per car, over 4½c per ton per mile.

Brampton to Toronto, \$15 75 per car, over 7½c per ton per mile.

The summer rate per tariff to Montreal from all stations west of Toronto is about 1½c per ton per mile, but as a great compliment, if you will not mention it, they will take grain from Stratford to Montreal for 15 cents per bushel, which is 1½c per ton per mile, but to Toronto they can make no reduction from the tariff. I do not say that the through rates to Montreal and Portland in Canadian productions are too high, for it is an acknowledged fact that no railroad can pay working expenses that does not get 1½c per ton per mile; but I do say the rates charged per ton per mile from all stations west to Toronto are exorbitant, and go to balance the loss on through freight from the United States.

Some time since they reduced these rates from here to Halifax and St. John, so they got about 1c per ton per mile to Portland; but from stations west where there is no water competition, they are still, I believe, getting 1½c per ton per mile. The question is asked every day why so many emigrants pass through to the West. The

answer is "Land is cheaper there and the productions are worth more," as the cost of transportation to the seaboard is less than from the Province of Ontario, and carried by railroads built with British capital, and in which the producers of the United States have no interest except to get their productions carried at a loss to the road of 150 per cent, and to make this up they charge exorbitant rates on the productions of Ontario. The Grand Trunk freight trains from Sarnia to Portland, consist of fourteen cars for which they get \$38.50 per car, or \$539 per train; distance 798 miles. For the same number of cars from Sarnia to Toronto, distance only 168 miles, they get \$490, or \$49 less than to Portland.

I could continue these calculations, but I think I have given sufficient to satisfy all what the Grand Trunk Railway is doing for Ontario. I will now show you how it stimulates trade with Halifax and St. John. I, among others, had sugar and molasses consigned to me for sale from Halifax. The best rate of freight the Grand Trunk would give was 37½c per 100 lbs., the property put free on board of steamer at Halifax. When in New York last month I called at the office, and enquired what they would take sugar from New York to London, Ont., for, and to my surprise found that they would take it for 37c (American currency) per 100 lbs. and do the lighterage themselves, which costs 5c per 100 lbs. which would leave the road 32c American currency, or 23c gold, which is ½c per 100 lbs. less to London from New York than to Toronto from Halifax. No wonder our merchants cannot buy West India produce in Halifax, or the merchants there ship it here for sale by the Grand Trunk Railway.

It is amusing to see the calculation made in England, that a railroad should be worked for 60 per cent of its earnings. How can it be if it costs 1½c per ton per mile, and the road gets less than ½c per ton per mile; or in other words, the Grand Trunk gets 50c for what it costs them \$1.50 to earn. Notwithstanding all this, the bondholders think the road should be worked for 60 per cent of its earnings; if so what an exorbitant rate of freight they must get on the productions of Ontario to make up the loss on American freight.

Your obedient servant,

T. C. CHISHOLM.

August 20, 1868.

#### PROVINCIAL INSURANCE COMPANY.

Editor of the Monetary Times.

SIR,—I have read your remarks on the annual statement of the "Provincial Insurance Co.," with much interest, and fully agree with you. In this statement, "Capital Subscribed," is put at \$470,760.

Referring to their advertisement in the *Evening Times* of this City. I find their "Subscribed Capital" put down in large figures at \$1,743,526; a difference of something over \$1,272,000.

Which figures are correct? Can you inform your readers?

Yours respectfully,

ENQUIRER.

Hamilton, August 22, 1868.

#### Financial.

#### MONTREAL MONEY MARKET.

(From our own Correspondent.)

MONTREAL, AUGUST 25, 1868.

*Financial.*—Money continues very easy, and the banks are anxious to discount, but there is very little good paper offering, seven per cent is the nominal price, but six has been taken in many instances for unobjectionable bills. Owing to the lightness of imports, a great part of the money usually employed in paying duties is now thrown on the market, and as there is a total absence of