

of H. N. Camp & Co., Sugar Refiners, having a large refinery at Bristol, R. I., and Clark, West & Co., formerly of 122 Duane Street and late of 460 Broome Street, largely engaged in the importation of foreign cloths. Money on call is easy, and borrowers are readily supplied at 7 per cent. Discounts are more readily obtained and choice acceptances pass without trouble at 10 per cent., while inferior grades are very heavy. Gold is once more on the rampage, and speculators have to-day forced the quotation up to 121½, closing however, at 121¼. — *Wall St. Journal*, Jan. 7.

—\$1 Bank of New Brunswick notes ingeniously altered to a \$10, by portions taken from other notes are said to be in circulation. An examination will at once reveal the trick; the people will do well to be on their guard.

—The Quebec Bank will apply to the Parliament, for an Act to continue and amend the charter.

Railways.

GREAT WESTERN RAILWAY.—Traffic for week ending December 24, 1869.

Passengers	29,269 51
Freight and Live Stock	56,057 81
Mails and Sundries	2,637 44

Total Receipts for week	\$87,964 76
Corresponding week, 1868	82,307 99

Increase

EUROPEAN AND NORTH AMERICAN RAILWAY.—The following is a comparative statement of the receipts of the E. & N. A. Railway for the month of December, 1869, and the same month in 1868:

	1869.	1868.
Passengers	\$6,853 49	\$5,877 47
Freight	8,017 86	8,624 25
Mails and Sundries	719 91	810 32
Totals	\$15,591 26	\$15,312 34
Increase		278 92

CENTRAL PACIFIC RAILWAY.—The earnings of this road from the 1st May to 31st Dec. were:—Gross earnings, \$4,442,652; operating expenses, \$2,198,197; net earnings, \$2,244,455; the aggregate net earnings for the year being \$2,727,354 in gold.

ATLANTIC AND GREAT WESTERN RAILWAY.—A suit was commenced on December 31st, in the Supreme Court, in the name of the State, to wind up the Atlantic and Great Western Railroad Company as insolvent. After argument at Special Term, an adjournment on account of insufficient notice to the Company having been refused, Addison G. Rice was appointed receiver.

NEW RAILWAYS IN ONTARIO.—The following list of railways which are either in course of construction in the Province, or, to be proceeded with shortly, shows what we are doing in this way: Toronto, Grey and Bruce; Toronto and Nipissing; Toronto and Muskoka; Wellington, Grey and Bruce; Norfolk; Whitby and Port Perry; Canada Central; Kingston and Madoc, and Great Southern. In addition to these there are several extensive branches of existing lines proposed.

INTERCOLONIAL RAILWAY.—Four new sections of the Intercolonial are to be let, viz:—13 and 14 in Quebec district, which will complete the road in Quebec. These two sections amount to 43 miles; section 13, 20½ miles, and section 14, 20½ miles. The other two sections are in the New Brunswick section, namely: Section 15, 8 miles, and section 16, 15 miles. The plans, profiles and specifications are to be ready on the 10th March, and tenders are to be in by the 3rd April. The Commissioners have also had under their consideration Messrs. Elliott, Grant and Whitehead's contract. Mr. Elliott, was before them, and finding that they would make no allowance on the original plans and specifications, he decided to give up the

contracts. Mr. Elliott says that he made his estimate, fully expecting that the original plans would be the basis of contract. The actual cuttings on the third section are over forty per cent. more than the original plans and profiles. The Commissioners have, therefore, annulled contracts 3 and 4, which will be again tendered for at once. More complete plans, specifications and cuttings will be shown on the new sections to be tendered for.

THE NORFOLK RAILWAY.—An Act was passed by the Ontario Legislature in 1868, for the construction of a Railway from Port Dover or Port Ryerse, on Lake Erie, through the counties of Norfolk and Haldimand, to some point of connection with the main line of the Great Western or of the Buffalo and Brantford Railway. There is a plan now under discussion, which provides for the construction of a narrow gauge road from Harrisburg or Lynden, on the Great Western Railway, direct to the Town of Simcoe, in the County of Norfolk, passing through the Town of Brantford. The Great Western Company, it is said, will put down a third rail from Harrisburg or Lynden to Brantford, so that that town may be placed in direct connection with the Great Western system, without transshipment. The whole distance is computed at 42 miles, and the cost of the road in complete running order, is estimated at \$15,000 per mile. The County of Simcoe, the town of Brantford, and the Townships of Brant and Oakland are expected to give handsome bonuses towards the construction of the work; and the Toronto parties agree to supply the remainder of the necessary capital, and run the road when built.

THE GOSFORD RAILROAD.—The *Montreal Gazette* thus foreshadows the report of a committee appointed by the Quebec Legislature to enquire into the practicability of carrying on the Gosford road to Lake St. John. Before the committee Mr. Joseph Bureau traced out upon the map the position of the St. Ann and Batiscan rivers, their various tributaries and the large lakes which supply them. The committee conclude, that of the total distance of between 130 and 140 miles from Quebec to Lake St. John, by the Gosford Road, there remain but 35 miles unexplored, surveys having been made from the shores of Lake St. John to a distance of 15 miles. Between the river Metabetchouan, from 45 to 50 miles in length, and the river Ouatchouan, only 18 miles in length, there is every reason to believe that no high mountain ranges are to be encountered. The latter river derives its source from the table land which sheds a portion of its waters of the St. Maurice by means of the rivers Croche and Bostonnais. After crossing the north eastern branch of the river St. Ann, in the township of Rochemont, no important rivers are met with, as all the streams run in the direction of the line which will be drawn between the said river St. Ann and lake St. John. If Quebec is reasonably to indulge the hope of ever seeing the long and narrow line of settlements along the north shore of the St. Lawrence, penetrate further into the interior, the committee are of opinion that such penetration must be in the direction of the St. Maurice. Some very valuable information upon the subject of enquiry was contributed by Mr. Fitzgerald, Secretary of the Gosford Road, and Mr. Dery, surveyor. They also recommend an early survey of the unexplored part of the country.

—Application will be made to the Parliament of the Dominion of Canada at the next session, for an Act of incorporation for a Company for the construction of a railway from the city of Ottawa to Fort Garry, in Red River, and from thence to the confines of British Columbia. Also for the construction of a branch of said railway from Fort Garry, aforesaid, to the most convenient point on the frontier of the United States, with power to build, launch, equip and navigate steamers and other vessels upon the River Saskatchewan and its branches and tributaries, and upon the rivers and

lakes in the districts to be traversed by said railways.

—Application will be made at next Session of Parliament for amendments to the Acts of incorporation of the Great Western Railway Company, to provide for the mode of election of Directors, their tenure of office and qualification, to obtain power to narrow the gauge of branches, and for other purposes.

—At a meeting of the Provisional Directors of the Hamilton and Lake Erie Railway, held on the 6th, Adam Hope, Esq., was elected Chairman, and James Turner, Esq., Vice-Chairman.

—The annual meeting of the London and Port Stanley Railway is called for January 21.

EXTENSIVE OPERATIONS IN REAL ESTATE.—Andrew Wilson, Jr., whose recent transactions in real estate have been so successful, has lately effected the most extensive operation ever recorded in Westchester County. His negotiations embrace the purchase of about 2,000 acres of land, extending along the eastern boundary from Mamaroneck harbor to a point within one mile of the Harlem Railroad, in the town of Scarsdale, a distance of about three and a half miles, and easterly from Weaver street two and a half miles, comprising the fine estates of Hawley D. Clapp, Thomas R. Hawley, Stephen C. Griffin, William Cornell, and a number of others. The property is said to have cost from \$800,000 to \$1,000,000. When the entire tract has been opened up by roads and other improvements, it will be disposed of by auction during this coming spring and summer, and will embrace probably five great sales. — *New York Paper*.

TORONTO HARBOR.—The *Daily Telegraph* says that quite recently large portions of the Island have been washed away, and that instead of one gap to the east, there are now four. This matter demands immediate attention on the part of the Harbor Commissioners. Any serious damage to our harbor would be a blow to the commerce of the City, which we should be sorry to see inflicted.

The *St. Louis Journal of Commerce* comes out greatly improved, and in a new style; and with the additional title of *Mississippi Valley Review*. The following sensible paragraph, about special newspapers, is well worth reading; the application will be easy:—This is the day of special journals as it is of special students and investigators. Day by day, as the area of civilization widens, and the machinery for making up the record of men's daily doings becomes more efficient, the task of the general newspaper grows more arduous. The ghastly columns of crimes and accidents stretch further and further across the page—not that sins and casualties are more frequent than in former days, but that they are more frequently and more fully reported. The wordy war of politicians and theologians daily grows more fast and furious—not that these less useful than noisy classes quarrel more than in the years that are gone, but that is a period of great intellectual activity, and it is demanded of the newspapers that they be constantly up to fever heat on "the question of the hour," whatever it may be, and however sure to be forgotten by ninety-nine readers in a hundred before the frantic appeals in its behalf are grown cold. The general newspaper must extend itself to proportions which put a bed-blanket to shame, and even then finds it an impossibility to give any field more than the sketchiest and most imperfect treatment. No single interest finds itself adequately represented in the newspaper proper. Almost every line of trade and manufacture requires, and has, its special journalistic organ to advocate.

—In the ten days between the 17th and 27th November, 130 vessels passed safely through the Suez Canal, having an aggregate tonnage of 80,000 tons, or an average of 615 tons each.