

which, being all wooden erections, and mostly very old, were soon destroyed. The only fire engine in the village was out of repair, and was of no service whatever. Aid was asked from St. Catharines, and the fire apparatus of that town was soon on the ground, but so rapid had been the work of destruction that when it arrived nothing was left to save. The tug James Norris got up steam and attached hose to the pump on board and saved two or three buildings near where she lay. Had some hose been on hand much good could have been accomplished by the tug and people. The principal sufferers are Messrs. Cole and Wood, the former losing about \$4,000, and the latter over \$5,000. Partially insured. Ten stores and dwellings in all were destroyed, including the post office, entailing a loss of \$19,000. There was an insurance on some of the property for \$1,800 in the Provincial.

West Oxford, Sept. 21.—Barn of Jno. Lick with contents; insured in Waterloo Mutual for \$400.  
Guelph, Sept. 21.—E. Harvey & Co.'s drug store caught fire. The fire brigade were on hand early, and extinguished the flames. Damage not stated; fully insured; cause unknown.  
Quebec, Sept. 27.—A small brick house in St. Roch's was gutted; said to be insured.

**Railway News.**

**GREAT WESTERN RAILWAY.**—Traffic for week ending September 10, 1869.

Passengers	37,695 24
Freight	37,123 22
Mails and Sundries	1,994 33

Total Receipts for week	\$74,812 79
Corresponding week, 1868	83,503 84

Decrease ..... \$8,690 55

**PACIFIC RAILWAY.**—The earnings of the road since its opening have been, from May 10 to May 31, \$391,420.12; from June 1 to June 30, \$706,602.29; from July 1 to July 31, \$623,559.97. Notwithstanding the rates for passengers and freights have been largely reduced, the earnings for August will stand at the same figures as for July. With all the disadvantages attending the opening of the road, the average earnings, so far, have been at the rate of about eight millions a year, which will be steadily augmented by the development of the Pacific Coast and by settlement along the line.

**A GRAND EXPRESS WAR.**—We clip the following from the San Francisco Market Reporter: The 15th of the present month will witness the inauguration of a grand war between nearly all the express companies now in existence, and some which will then come into being. The Central Pacific Railroad Company and a number of heavy capitalists will then organize an express company to be called the Pacific Express, to go into operation on the day mentioned. The Pacific Union Railroad Company has organized what is known as the Continental Express Company, and the two will co-operate to do the overland express business on the Pacific Railroad. In the mean time, an arrangement has been entered into between the Pacific Railroad companies and Eastern connecting railroad companies, by means of which an effort will be made to force the latter into transporting the express matter of the Pacific and Continental companies. Wells, Fargo & Co. have been notified to quit transmitting by the Pacific Railroad on the 15th, and in concert with the United States, Adams & Co., and the American Express companies, will contest the right of the Pacific Railroads to refuse express matter, unless shipped by the Pacific and Continental Express companies. On and after the date specified all express matter for the East will be transported as far as Promontory by the Pacific Express company, and thence to Omaha by the Continental, whence it will be forwarded to place of destination by Eastern ex-

press companies; and in the event of their refusal, the connecting railroads are to be forced into doing the business under the arrangement already alluded to. The Union Pacific Express Company takes no active part in the fight, but will probably incorporate with the Pacific at the same time specified. The contest will be of gigantic proportions, involving all the express companies and many of the leading railroads. It will create a great sensation in financial and commercial circles and may open the eyes of the public to many things of general interest connected with the business of expressing.

**IMPORTANT PATENT.**—**ATMOSPHERIC PRESSURE IN THE MANUFACTURE OF IRON.**—Mr. Bessemer, whose name is so intimately associated with progress in the manufacture of steel, has lately patented another invention, which is likely to have an important influence on the manufacture of iron. This metal is improved, up to a certain point at all events, and thus old iron has considerable value. The value however, is considerably diminished by the difficulty experienced in fusing such materials as old rails and scrap iron. But by Mr. Bessemer's last invention, these refractory materials are run down like wax, and a charge is melted in a few minutes which would require many hours and a large expenditure of fuel, to effect the fusion on the common system. The secret lies in the employment of atmospheric pressure. The inventor converts a cupola furnace into an air-tight vessel, capable of resisting a pressure of one atmosphere and a half, or two atmospheres, and the concentration of heat in this compressed air is sufficient to produce the striking effects we have mentioned. In practice it is not found necessary to increase the pressure beyond the amount we have stated; and we may safely assume the fact that Mr. Bessemer finds no difficulty in constructing furnaces to withstand the pressure without extravagant wear and tear. This is a point on which we have as yet no information, nor have we any statement of the relative consumption of fuel on the old and new system. An idea of the construction of the furnace may be given in a very few words. It is cupola furnace, with a very (comparatively) narrow outlet closed by a loaded valve to regulate the pressure, while a blast of heated air is driven in by a powerful engine. A very ingenious mechanical contrivance allows of additions being made to the charge during temporary interruptions of the blast until the furnace is worked up to its full capacity. We shall soon probably have fuller information on the details of the invention, which is certain to attract the immediate attention of iron founders.

**TORONTO, GREY AND BRUCE RAILWAY.**—The following are the Standing Committees of the T. G. & B. Railway:—President, John Gordon, Esq.; Vice President, A. R. McMaster, Esq.; Finance, Messrs. H. S. Howland (Chairman), George Laidlaw, George Gooderham; Construction, Messrs. N. Barnhart, (Chairman), J. E. Smith, George Laidlaw, Appointments, Messrs. Ald. Baxter, (Chairman), N. Barnhart, J. E. Smith, Traffic, Messrs. T. Lailey (Chairman), J. Shedden, H. S. Howland, Supplies, Messrs. George Gooderham, Ald. Baxter, T. Lailey.

—Notice is given of an intended application to the Dominion Parliament, for a Charter to construct a railway from Fort Garry, on the Red River, in the North West Territory, Westward, to the confines of British Columbia, and Eastward to such point of connection with existing railways in the Province of Ontario, as may be found most desirable, with power to construct a Branch of the said railway, from Fort Garry, to such point on the Frontier of the United States, at or near to Pembina, as may be deemed most advisable. Said Charter will be asked for in the name of "The Canada Pacific Railway Company."

—A meeting of the stockholders of the Whitby and Port Perry Railway, for the election of directors, is called for the 19th October.

—Application will be made to the Ontario Legislature, at its next session, "for a charter to construct a railway from some point on the St. Clair River, between the village of Mooretown and Baby's Point, passing through, or near, the town of St. Thomas, to some point on the Niagara River, between Fort Erie and near the foot of Grand Island, with the privilege of uniting with any other railway company, for the construction of the whole or any part of the line." This is merely an amendment of the southern railway project, in which Mr. Thomson, the Hon. Isaac Buchanan and others are concerned. The latter gentlemen has written some letters to the local press, in which he speaks very hopefully of the prospects of the scheme.

**EXPRESS STOCKS** are generally lower in New York, and are quoted as follows: Adams, 54½ to 55; American Merchants' Union, 30 to 32; Merchants' Union, old Stock, 10 to 10½; United States, 53½ to 54; Wells, Fargo & Co., 18½ to 18½.

**QUOTATIONS OF SPECIE.**—Specie is quoted as follows, in New York: American silver, 97 to 98; Mexican dollars 103½ to 104½; English silver, 475 to 480; Five francs, 95½ to 96½; English sovereigns, 482 to 485; Twenty francs, 383 to 386; Thalers, Spanish doubloons, 15 90 to 16 10; Mexican doubloons, 15 45 to 15 60.

**IMMIGRATION.**—The immigration to Canada during the last three years was as follows:—

	1866.	1867.	1868.
Went to the U. States	51,795	57,878	71,448
	41,704	47,212	58,683

Settled in Canada ..... 10,091 10,666 12,765

The addition to our population this year will be very much larger than in 1868.

—A London paper of Sept. 11th, says:—"We hear reports of damage to the vines in Cognac from excessive heat, but have hitherto received no confirmation from Messrs. J. Robin & Co. It is very probable that if they continue without rain, as they have done for three months, the yield will be smaller than was anticipated. This market requires close watching just now. The Wine market continues very dull. The few Sherries we have had to realise by public sale have sold far below their intrinsic values."

—It is announced that the mining lands belonging to the Crown, in the Madoc region, are to be sold at \$1.00 per acre; and that Madoc and adjoining townships, are to form a mining division, to be known as the "Madoc Mining Division."

—A claim against the United States of \$360,000 in gold has been awarded by the Claims Commissioners under the Oregon treaty, in extinction of the possessory rights of the Hudson's Bay and Puget Sound Companies in the territories west of the Rocky Mountains.

—A letter writes at San Francisco says: Seriously, the culture of tea is really likely to add one more resource of importance to the many which are building up California. The teaplots (numbering 3,000,000) planted out by our new settlers, have so far thriven. It is not generally known, too, that one of the clearest burning oils, "China oil," is the product of the tea nut, and adds considerable to the profits of the culture.

—It is stated that Mr. McDougall is preparing a report, to be submitted at the next meeting of the Privy Council, recommending the construction of a telegraph line from Halifax to Red River, which will be solely for the use of the Government, and that arrangements be made with the existing line to carry the wires over their poles.

—It is announced that the Western Union Telegraph Company have adopted a new system of rates for private messages, having arranged an air line system of messages. The new arrangement will go into effect October 1, and will be a material reduction on present rates.