

guage of 4 feet 10 inches, to Cleveland; then on the compromise guage, 4 feet 9½ inches, to Chicago; then to Council Bluffs, on the Missouri river, by the Chicago, Rock Island, and Pacific guage of 4 feet 8½ inches. The car, having been detained five days at Council Bluffs in consequence of a freshet in the Missouri, then crossed over to Omaha, whence it proceeded over the Union Pacific to Sacramento, and over the West Pacific to San Francisco, making the trip in 14½ days' running time. On its return the car left San Francisco on June 21st, and arrived at New York on July 8th, or in eighteen days, including delays. The patent is described as a stout steel feather, inserted in a lateral groove of the axle, which corresponding notches are cut. The wheels have broad flanges and run from the broad to the compromise guage, of 4 feet 9½ inches, with adjustment. In breaking guage the car runs upon a connecting side track to adjust the wheels, which are then held in place by the notches of the axle.—*American Railroad Journal*.

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Insolvent Act of 1869.

In the matter of JOHN GARTSHORE, an Insolvent.

THE creditors of the Insolvent are notified to meet at the office of the undersigned, on Court Street, on SATURDAY, the 17th day of SEPTEMBER, 1870, at TWO o'clock p.m., for the public examination of the Insolvent, and for the ordering of the affairs of the estate generally.
JOHN KERR, Official Assignee.



Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give PUBLIC NOTICE that they are prepared to receive TENDERS for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the Easterly end of Section No. 20, one and three quarter miles East of the River Miramichi and will extend to Station No. 1640, three thousand feet Westerly from the River Kouchibouguac, a distance of about 25 miles.

Section No. 22 will extend from the Easterly end of Section No. 21 to Station No. 1180 at the crossing of the River Ectouche, a distance of about 25 miles.

Section No. 23 will extend from the Easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22½ miles.

The Commissioners also give PUBLIC NOTICE that they are prepared to receive TENDERS for re-letting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

TENDERS for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract, there will be deducted from the amount of the accepted Tender, a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th SEPTEMBER NEXT, and SEALED TENDERS addressed to the COMMISSIONERS of the INTERCOLONIAL RAILWAY, and marked "TENDERS" will be received at their OFFICE in OTTAWA, up to SIX o'clock, P.M., on WEDNESDAY the 5th day of OCTOBER next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. M'LELAN,

Commissioners.

Intercolonial Railway,
Commissioners' Office,
Ottawa, August 15th, 1870.

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Arrive	9.37	10.37	10.37	9.07
WEST.				
	a.m.	a.m.	p.m.	p.m.
Depart	7.30	11.40	3.45	10.37
Arrive	5.30	12.50	5.20	9.05

Northern Railway.

	a.m.	p.m.
Depart	7.00	4.00
Arrive	10.35	9.10

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