

515,003, showing an increase in the mileage of 305 miles, or 4.16 per cent., and in the receipts of £1,329,687, or 15.61 per cent.

The total receipts on 5811 miles of railway in England and Wales for the half-year ending December, 1853, amounted to £8,402,214, and for the corresponding period of 1852, to £7,289,180, showing an increase of £1,113,035; on 996 miles in Scotland to £971,742, and for the corresponding period of 1852 on 978 miles to £854,867; showing an increase of 28 miles, in the receipts of £116,876; and on 834 miles in Ireland, the receipts amounted to £470,733, and for the corresponding period in 1852, on 708 miles to £370,956, showing an increase in the mileage of 126 miles, and in the receipts of £99,777.

It appears also from the returns, that the mileage run by the trains on 5,588 miles in England and Wales, was by 522,142 passenger trains, 15,249,202 miles; and by 263,380 goods trains, 13,386,966 miles; on 823 34 miles of railway in Scotland, the mileage run by 56,060 passenger trains, was 1,694,241 miles, and by 13,306 goods trains, 1,548,253 miles; and on 826 1-2 miles of railway in Ireland, the mileage run by 43,016 passenger trains was 1,321,296 miles, and by 5,614 goods trains, 333,751 miles. From this it would appear that the average distance run by trains conveying the passengers in England and Wales was 29.2 miles, in Scotland 25.3 miles, and in Ireland 30.7 miles. The average distance run by goods trains in England and Wales appears to be 50.8 miles, in Scotland 35.9 miles, and in Ireland 56.4 miles.

The receipts per mile per passenger train amounted in England and Wales to 5-32s., in Scotland to 4-79s., and in Ireland to 4-79s. The receipts per mile for goods trains amounted in England and Wales to 6-43s., in Scotland to 7-31s., and in Ireland to 9-24s. per mile per train.

Statistics of British America.

	TERRITORY.	POPULATION.	EXPORTS, 1853	IMPORTS, 1853	REVENUE.
	Square Miles	Inhabitants	£.	£.	£.
Canada,	400,000	1,842,264	5,570,000	8,200,642	1,053,026
New Brunswick, ...	28,000	200,000	790,345	1,110,600	180,000
Nova Scotia,	19,000	200,000	970,780	1,194,175*	125,000
Prince Ed. Island, ..	2,000	75,000	212,675	208,543	35,345
Newfoundland,	37,000	100,000	965,772	795,737*	84,323
Total,	486,000	2,517,264	£8,545,562	£11,490,697	£1,476,694

* 1852.

Toronto Harbour.

We understand it is the intention of the Harbour Commissioners to strengthen the peninsular boundary of the Bay at the narrows near the Hotel. Although the breach through which the water of the Lake flowed with a considerable current during the autumn of last year has been closed so effectually that it is now difficult to discover traces of its former existence, yet the present beach affords very doubtful security against future inroads. The narrowest part of the sand beach which occupies the late opening is about seventy-four yards broad, and nowhere exposes an altitude exceeding three feet above the present level of the waters of the Lake. There can be no doubt that stability is not a property of the sand beach at the narrows, nor is it probable that a firm barrier will be made until the waters of the Lake have assumed their minimum level, which they exceed at the present moment by more than two feet, that is to say the level of Lake Ontario is now about 2 feet 3 inches above the minimum level on the 25th Oct. 1849, or 2 feet 5 inches below the maximum level of June 1st., 1853. The Harbour Commissioners do not contemplate constructing any extensive works at the narrows; we believe that they will at present confine their operations to throwing up a sand beach a few yards broad and a few feet high. The effect of throwing up this artificial barrier will be to assist and expedite the natural process by which the integrity of the peninsula has hitherto been maintained. We forbear offering any opinions on the subject of Toronto Harbour at present, in consequence of the approaching publication of the Premium Reports on its Improvement and Preservation. The Harbour Commissioners have made a

very liberal appropriation of funds for the publication of the Reports in the *Canadian Journal*, and we hope to furnish our readers with a supplementary number containing these documents in October.

The Provincial Show.

This great Agricultural Exhibition will be held at London, on the 26th, 27th, 28th, and 29th September. The most sanguine expectations are entertained of its success. Every facility has been offered by public bodies to increase the attractions which enliven, and remove the restrictions which impair, the progress of this great national Festival. The Great Western Railway Company will forward all articles of exhibition from Hamilton to London free of charge.

Changes in the Level of the Lakes.

Considerable anxiety exists among mercantile men at Buffalo, respecting the supply of Water to the Erie Canal. Grave doubts are felt whether the present feeders have the capacity to afford the necessary supply during a period of low water in Lake Erie. A memorial on this subject has recently been addressed to the Legislature of the State of New York, in which several ominous facts are pointed out. It appears that if Lake Erie should subside to the minimum level of 1820, which year was taken as the zero of comparison by Dr. Houghton and other geologists, the depth of water on the mitre sill at Black Rock Guardlock, would be less than five feet, through which all the water for the supply of a canal 150 miles long would have to flow. The average depth of water on the sill is about eight feet. In an elaborate paper on the periodical rise and fall of the Lakes, by Major Lachlan, Montreal, published in the July number of this Journal, we find the subjoined notices of the minimum and maximum periods of level in Lake Erie;—

MINIMUM PERIODS.

1st Min.	1795
2nd „	1810
3rd „	1820 zero.
4th „	1832
5th „	1846 (2 feet above 1820)
6th „	—

MAXIMUM PERIODS.

1st Max.	1790
2nd „	1801
3rd „	1815
4th „	1827
5th „	1838
6th „	1853 very high.

In July, 1840, nine feet ten inches of water were recorded on the mitre sill at Black Rock, whereas, during the present year, there has been a short period when a depth of only five feet ten inches was to be found—a difference of four feet, and sufficiently important to cause the grounding of boats in the gore through the mountain ridge at Lockport. The memorialists ask “how shall navigation proceed in this canal, when the Lake shall fall nine inches or a foot more, as it must, to attain the level of 1820.” It appears, too, that the Welland Canal has suffered from the rapid falling of the waters of Lake Erie. If they should continue to subside, and thus impede the navigation of that noble link between Erie and Ontario, we fear the prospects of the “lateral cut” will diminish with the receding waters, and the attention of the Board of Works be drawn to the enlargement of feeders, rather than to additional drains.

The New York memorialists are filled with gloomy anticipations in consequence of Lake Erie's decline. From the above state of facts, we are drawn to the conclusion that there is imminent danger that with our present canal, and the probable level of the lake, our navigation will be partially or wholly obstructed. That for this impending evil there is but one remedy, and that this remedy should be applied forthwith; it is the immediate enlargement of the canal from Black