

it should be to meet the requirements of the rapidly increasing business of the country. But from what we have seen this season, both in regard to the improvement of the road, and the increase of the traffic, we think there is reason to hope that in two or three years the Grand Trunk will be in a thoroughly efficient condition, with its financial difficulties surmounted. It is certainly not less the interest of the people of Canada, than of its stock-holders, that these expectations should be realized.

#### CONNECTING LINKS.

Another link in the chain which binds the people of Canada and the United States—commercially—is being rapidly proceeded with. We refer to the great International Bridge, which is intended to span the Niagara river, and unite Buffalo and Fort Erie. Messrs. Gzowski & Co., who have the contract, are pushing forward the work with their usual energy, and considerable progress in laying the foundations of the abutments has already been made. Some of the stone used is brought all the way from the neighborhood of Georgetown, (between this city and Guelph) and it is reported that the iron super-structure is being made at Phoenixville, Pa. Sub-contracts both for masonry and wood work have been given—the former to a Mr. McCaul and the latter to Mr. Henry McFarland. Mr. Joseph Hobson is the resident engineer, and Mr. A. W. Schweigert is the chief agent at Fort Erie, of the contractors.

When completed, this bridge will be a noble structure—not so extensive as the Victoria bridge at Montreal, but still one of the finest Railway bridges on the continent. It must have a most beneficial effect upon the railway traffic of the Buffalo and Lake Huron section of the Grand Trunk, whose attractions to American passengers must increase from the day the bridge is opened. The city of Buffalo, which has taken a lively interest in the work, will also be benefitted largely, for with so safe and easy a crossing between Fort Erie and that city, much passenger traffic will pass through Buffalo, which at present reaches the east by other routes. The bridge is expected to be finished before the close of 1871, and the high standing of Messrs. Gzowski & Co., affords the best guarantee that nothing will be left undone by these contractors to realize present expectations.

One result likely to flow from the progress which the International bridge is making, is the early ripening of the long-talked-of project of uniting Windsor and Detroit, either by a bridge or a tunnel. When the Grand Trunk will soon be able to cross the Niagara river without stoppage at Fort Erie, the Great

Western cannot long rest content to bear the detention in crossing the Detroit river at Windsor, which now takes place. The expense which is incurred at present, not to speak of the vexation, is something formidable; and it is to be hoped the commencement of a tunnel below the Detroit river will not be much longer delayed. We say a tunnel, because a bridge at that point would seriously interfere with the shipping of the lakes, and a tunnel is quite practicable, although it may be more costly. Whilst we are constantly adding to the links like this International bridge which unite the two countries, how absurd does the commercial policy of our neighbours towards us appear? What both countries need is, free commercial intercourse. We had this for eleven years under the Reciprocity treaty, and during that period both countries prospered as they never had done before. Under a like sensible policy, the Fort Erie bridge, the Detroit tunnel, and other projected International works, will have all they can do to accommodate the future trade of the two countries.

#### MORE LEGISLATION WANTED.

The near approach of the period for the assembling of the Local Legislature of Ontario, which, it is rumored, will be early in November, has already called forth a shoal of "notices," praying for Bills of various kinds. Two new railway charters are to be asked for: one to construct a road from Orangeville by the valley of the Credit River to Brampton and Streetsville, with a branch to Milton and another to Toronto, crossing the Humber at or near the village of Lambton; the other is to construct a railroad from some point in the township of Eldon to Fenelon Falls. The Muskoka Railway Company will apply for amendments to their charter; and certain persons in the county of Peel to be incorporated under the name of the "Streetsville Plank Road Company." The Grand Junction Railway Company desire to have all by-laws passed by municipalities, granting bonuses to them, legalized by an Act, and also power given to grant aid to the road by all municipalities through which it will pass. Mr. W. H. Steele, of Toronto, will apply for an Act to enable the Law Society to admit him to the degree of barrister-at-law; and Cairn R. Wilkes, of Brantford, for one to vest in her and her heirs all the real and personal estate in the hands of her trustees, Maria Wilkins, Miles O'Reilly, and Samuel Black Freeman. All the new townships known as the Muskoka District want to be incorporated, and to have a provisional council for municipal purposes; and power is to be sought by the Brantford Council to sell the Grand River Navigation Works, near that town. The "Sisters of St. Joseph" of the diocese of London desire to be incorporated. Another effort is to be made to render the Benchers of the Law Society elective, which will not unlikely be successful. There is also notice for an Act to incorporate the News

Boys' Lodging and Industrial Home of Toronto, and also notices from several municipalities, but generally relating to matters unimportant to the general public.

INCENDIARIES.—Contrary to the usual experience in prosecutions for incendiarism, the trial of the Cliffords for the burning of their premises, in St. Catharines, on the 4th June last, has resulted in their conviction. Owen Clifford, was sentenced to two years in the penitentiary, Francis J., the son, previously to five years, and Ellen to four years. Mr. Justice Gwynne, in his charge to the jury, said there was no legal evidence of their guilt, but that moral evidence was strong against them. Mr. Peter McCallum, who represents several companies in St. Catharines, deserves credit for the stand he took in this matter. The connection of these incendiaries is due to his efforts; and we are informed he set aside the \$500 reward paid him in connection with these Clifford cases, as a standing reward for the conviction of future incendiaries. Managers of Insurance Companies show great hesitation about the prosecution of suspected incendiaries, because more or less public odium is always incurred. As a matter of dollars and cents it is usually cheaper for a company to pay a small loss than to defend it and run the risk of sustaining a prosecution for arson. Agents often render themselves unpopular in the same way, in discharging the duty they owe to their principals, and when they have the courage to face this obstacle, as in the case of Mr. McCallum, they should receive the public thanks.

SUFFERERS BY THE OTTAWA FIRE.—"Another Stockholder" writes from Ottawa, in reply to the remarks of a "Stockholder" of the Quebec Bank, published last week, respecting the gift of \$500 by the bank, to the Ottawa relief fund:

I am astonished that an Ottawa stockholder of the Bank should write as he does in relation to the subscription of \$500 for the relief of the sufferers by the late calamitous fires, and that he should call upon you to "denounce such a misappropriation of funds" as he is pleased to call it. I am sure all the Ottawa stockholders are not of his way of thinking. I am no lawyer, and can't say as to the legality of the proceeding of the Directors, in subscribing the sum of \$500 towards the relief of the sufferers, and I don't know much about the custom in connection with the business of banking; but this I do know—that many of the sufferers have contributed largely, and all perhaps more or less indirectly in promoting the prosperity of the Quebec Bank. I for one am perfectly satisfied with the proceedings and far from denouncing it as a "misappropriation of funds," commend the subscription as an act entirely consistent with the duty of the Directors, who, I believe, have taken a broad view of the subject, and have done what is right in relation to those who have always befriended the bank. It is moreover remarkable, that in addition, some of the Directors of the bank are individually among the most liberal contributors to the relief fund. It is surely gratifying to find sympathy taking such a substantial form.

MUTUAL FIRE INSURANCE.—We learn from good authority that the Bill relating to mutual fire insurance companies, which was brought before the Ontario Legislature last session, is again