

branches from the Trunk line to all the important towns and villages in Canada. Since he came among us, he has exhibited an energy and perseverance rarely equalled, in the prosecution of his mission, visiting most of our towns and villages, while the enterprising portion of our citizens have vied with each other in seconding his endeavors to make "Canada a Telegraphic net work." Mr. Snow has performed an immense amount of travel and labor, and succeeded in organizing Companies for the construction of Lines on twelve routes, amounting to near 1600 miles! The stock on most of them being filled and on the other portion, but a small addition is wanted. On some of the routes poles are being set, while on others wire is now being strung upon the poles. The longest line is the Grand Trunk, over 800 miles in length from Port Sarnia to Quebec, by way of Prince Edward's county. Eleven branches radiate from it making some 800 miles more. Writing is to commence on the Trunk Line west, from Kingston this month, under the direction of A. F. Dwight, Esq., one of the energetic and enterprising Contractors. William Weller, Esq., of Cobourg, is President of the Grand Trunk Line; and Cecil Mortimer, Esq., of the Bank Agency at Picton, Treasurer. The Directors are all gentlemen of wealth, and the highest respectability, who reside on the Line. The following are the distances of the Grand Trunk Line and tributaries in Canada in addition to the American Lines. All are under contract to be in operation by April 1853.

TRUNK LINE.	MILES.
Port Sarnia to Hamilton.....	142
Hamilton to Toronto.....	48
Toronto to Kingston by Picton.....	210
Kingston to Montreal.....	190
Montreal to Quebec.....	200
TRIBUTARIES TO TRUNK LINE.	
On the Ottawa .....	150
Cobourg to Peterborough.....	30
Toronto to Barrie and Lake Huron .....	95
Toronto to Guelph and Goderich.....	130
Hamilton to Buffalo .....	70
Brantford and Buffalo Railroad.....	72
Brantford to Simcoe and Dover.....	33
Port Dover to Port Burwell.....	45
Port Burwell to Ingersoll.....	35
Port Stanley to London.....	27
London to Windsor.....	120
Miles of New Lines.....	1598
Miles now in operation.....	810
Total miles .....	2417
CAPITAL INVESTED.	
For Lines now in operation.....	\$130,000
Do. in progress.....	160,000
	\$290,000

The investment in these new Lines cannot but pay a handsome interest, while the public will be vastly accommodated, and put Canada at least on an equal footing with the States for transmission of intelligence, and all the important cities, towns, and villages, within a moment's distance of each other. Who would have imagined it two years ago?—*Simcoe Standard*.

#### The Trunk Line of Railway.

In consequence of the negotiations which took place in London some time since between the Delegates of the Provincial Government and the leading firms of English Railway Contractors, Mr. Ross, Civil Engineer, has on behalf of Messrs Jackson, Peto, Brassey and others, made a tour of the Province with a view to ascertain the prospects and facilities which it affords for Railway construction. Mr. Ross has been accompanied by Mr. Thomas Keefer, C. E., and they have together visited the lines in both provinces already in course of construction, and the routes suggested for those in contemplation. Mr. Ross has already taken the contract for the Quebec and Richmond Railway, and it is inferred from the very favorable opinions that he has expressed, that the parties for whom he acts will be prepared at a very early date to enter largely upon the construction of other lines. Mr. Ross goes to England immediately, but is expected to return to Canada after a session there of three or four weeks.

#### Northern Railway.

Some new appointments have been lately made on this line, consequent upon the resignation of the Honorable H. C. Seymour late Engineer in Chief, whose heavy engagements in the United States induced him to retire from that office. The Company has appointed F. W. Cumberland, Esq., as his successor, and we understand that that gentleman has already entered upon his duties. It is not improbable that the line to Bradford (31 miles) will be opened on the 25th Sep-

tember, and it is intended to complete the remainder of the length to Barrie (69 miles) early in the ensuing winter. Four miles of the permanent way has already been laid, and the first Locomotive Engine is daily expected. The Toronto Depot and Road Stations are to be constructed immediately.

#### St. Lawrence and Lake Huron and Peterborough Junction Lines.

The Report of the Engineer of the St. Lawrence and Lake Huron Line has been issued. It is proposed to connect the Ogdensburgh route with Peterborough and the Georgian Bay. It has not yet been determined where the Southern Terminus shall be located, whether at Kingston or Prescott; the original proposition was to the latter town, but in view of the early construction of the Trunk line, Kingston may it is said be selected, as saving distance and answering the whole purpose. An application is about to be made to Parliament for a Charter to construct a Junction Line between Toronto and Peterborough—and a reconnaissance has already been made of the route. Whether as a portion of a traffic line (by which it is alluded the distance would be less than by the Lake shore) or a loop line to it, by which to connect the back Townships with Toronto and Kingston respectively, the scheme appears to be well worthy of favorable consideration.

#### The Great Western.

The works on this line are progressing with great rapidity. The Carriage Factories at the Hamilton Depot are nearly complete, and the car builders will be put in early possession. All the arrangements have been made with reference to Locomotive power and general rolling stock, and throughout the whole length of the line there is full evidence of the most energetic action on the part of all concerned. Engineers in connection with this Company are now engaged on a survey between Toronto and Hamilton, and a charter will probably be obtained during the ensuing Session of Parliament authorizing its construction. In this route the two cities will be united at an early date, and (taking the whole length from the Detroit River to Toronto) a large instalment of the Trunk line will be secured.

#### The Brock Monument.

The Committee appointed to select a new design for the Monument to be erected to the memory of the late General Sir Isaac Brock, at Queenstown Heights, met last week at the Parliament Buildings, Toronto.

Considering the nature of the work to be constructed, and how seldom an opportunity is afforded for the exercise of taste in so popular and attractive a subject, the competition appears to have signally failed. This may probably be traced to the fact that most of the Architects declined to interfere in consequence of the claims of one of their number, whose design was approved and accepted some years since. Seven designs only were submitted and these were but from four Architects, and one Sculptor. One a Grecian Doric column, chaste and effective in character—by Mr. Young, (the author of the design originally adopted). Two from Mr. Thomas, the first a composite column on a high pedestal and stylobate, extremely graceful in design, of great attitude, but perhaps somewhat too delicately enriched, and the second, an arch surmounted by an Equestrian Statue of the General—which could not be said to offer any rivalry to the before mentioned work by the same master. Another design—a Greek column—of no established order—but elegant in outline and detail, by Mr. Hutchinson Clarke, of Hamilton, two by an anonymous contributor—a Corinthian column with a garland wreathed around the shaft, (!) and a Gothic Mausoleum of most wretched character and miserably rendered; with a Doric column having Sculptural ornamentation by a Boston Sculptor, completed the number of essays submitted for this unquestionably attractive subject. From amongst these the Committee has selected Mr. Thomas' Composite column, the construction of which is to be immediately commenced, and which when completed will doubtless approve itself to the public as worthy of its purpose and of the high reputation of its author.

#### Farmer's Associations.

We perceive by the Woodstock *Western Progress* of the 12th inst. that a Farmer's Association has been just formed in the Township of East Oxford, in the County of Oxford. This is a step in the right direction. We have time after time urged upon our agricultural friends the vast importance of the formation of similar associations throughout Canada, and we are pleased to see that farmers are at length beginning to comprehend the solid advantages likely to flow from them. Besides the diffusion of useful agricultural knowledge, the farmers' clubs promote a desirable friendly intercourse and sociability among farmers wherever they exist, from which the greatest good often flows. No community of farmers should be without one, and we trust that before long every township in Upper Canada will have its agricultural association. It has been said that union is strength, and with equal truth it may be said that union is knowledge, a union