

AMERICAN GOLD.

Fluctuations in New York from January, 1862, to November, 1869 :

DATE.	1862.		1863.	
	Lowest.	Highest.	Lowest.	Highest.
January.....	par	105	134	160
February.....	102	104	153	172
March.....	101	102	139	171
April.....	101	102	146	159
May.....	102	104	143	155
June.....	103	109	140	148
July.....	109	120	123	145
August.....	112	116	122	129
September.....	116	124	127	143
October.....	122	137	140	156
November.....	129	133	143	154
December.....	130	134	147	152
1864.				
January.....	151	160	197	234
February.....	157	161	196	218
March.....	159	169	148	201
April.....	166	187	144	160
May.....	168	190	128	145
June.....	189	251	135	147
July.....	222	285	138	146
August.....	231	262	140	144
September.....	185	255	142	145
October.....	189	229	144	149
November.....	209	260	145	148
December.....	211	244	144	148
1865.				
January.....	136	144	132	137
February.....	135	140	135	140
March.....	125	136	133	140
April.....	125	129	132	142
May.....	125	141	134	138
June.....	137	167	136	138
July.....	147	151	138	140
August.....	146	152	139	142
September.....	143	147	141	146
October.....	145	154	140	145
November.....	137	148	137	141
December.....	131	141	132	137
1866.				
January.....	133	142	134	136
February.....	139	144	130	136
March.....	137	141	130	132
April.....	137	140	131	134
May.....	139	140	134	144
June.....	139	141	136	139
July.....	140	154	134	137
August.....	143	150	132	136
September.....	141	145	131	162
October.....	133	140	128	132
November.....	132	137	128	121
December.....	134	136
1867.				
January.....	133	142	134	136
February.....	139	144	130	136
March.....	137	141	130	132
April.....	137	140	131	134
May.....	139	140	134	144
June.....	139	141	136	139
July.....	140	154	134	137
August.....	143	150	132	136
September.....	141	145	131	162
October.....	133	140	128	132
November.....	132	137	128	121
December.....	134	136

—An agency of the Bank of Commerce is to be opened soon in Galt, under the management of Mr. John Davidson, formerly connected with the Gore Bank in that place.

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending November 12, 1869.

Passengers.....	29,400 54
Freight and Live Stock.....	50,270 39
Mails and Sundries.....	2,068 57

Total Receipts for week.....	\$81,739 50
Corresponding week, 1868....	76,652 80

Increase..... \$5,086 70

—A tunnel between Montreal and the opposite shore of the St. Lawrence, at or near the Victoria Bridge, is the latest project.

WHITBY AND PORT PERRY RAILWAY.—The *Whitby Gazette* furnishes some information respecting this projected route. Leaving Port Whitby at a point near the national hotel, it crosses the marsh in a north-easterly direction; thence northerly to the Grand Trunk. In the town of Whitby, it crosses Dundas street, adjoining the skating rink. It has not yet been determined upon whether the buildings will be on the north or south side of Dundas street; but in either case, the station grounds will adjoin that street. The line runs then slightly east of north to Brooklin, striking Anderson street, in the front of the sixth concession. At Brooklin, there is to be a passenger and freight station. From Brooklin the line runs to Myrtle, crossing the ninth concession of Whitby, a short distance west of the village, where there will be at least a flag-station, if not a regular station and freight shed. In Reach, the principal points of the line were determined upon by the bonus by-law of that township. At Thompson's, on the gravel road, about one mile south of Manchester, there will be a passenger and freight station; and at Prince Albert another passenger and freight station, either south of the village on Simcoe St. or east on the concession line, within the terms of the by-law. The road will enter Port Perry from the south, skirting the water's edge, with the necessary station accommodation at the foot of Queen street. At this point extension works will be required for the transshipment of lumber from the lower lakes. In addition to the grading now completed, the contract for the necessary ties—over 40,000—fencing, &c., has been let, all the material to be delivered during the winter months, and tenders will be shortly asked for the construction of the stations and other buildings along the whole line. The contract binds the contractor, on receiving notice to that effect, before the first day of March, to complete the whole road, buildings, &c., by the first of August next, and hand the same over to the company on that day. The contract compels Mr. Dumble to have the road in a sufficiently forward state to enable the moving of freight by the middle of June next. The financial position of the company is said to be as follows:—private stock, \$104,000; municipal bonuses, \$97,000; private bonuses, \$28,300; total, \$229,300. It will take \$290,000 to finish the road, together with \$65,000 for rolling stock; \$20,000 for right of the way; \$15,000 for piers; \$15,000 for the Lindsay locks. A meeting was lately held in Whitby, in opposition to the amendments to the act of incorporation now sought from the Ontario legislation. The company won the day.

AYLMER AND OTTAWA RAILWAY.—A public meeting was held at Aylmer, on the 22nd, to consider a proposal for connecting that village and Ottawa by railway in connection with the St. Lawrence and Ottawa road. A resolution was carried, requesting the municipality to take \$20,000 of stock. Messrs. Alexander, Marcoux and Devlin were appointed to obtain bonuses from the townships of Hull and Templeton; and Dr. Church, A. Wright, M. P., and the Mayor were instructed to confer with Mr. Reynolds, the manager of the St. Lawrence and Ottawa, with regard to the assistance likely to be obtained from the company.

—The township of Reach is excited over the railway debenture question. The Council granted a bonus of \$30,000 to the main line of the Port Whitby and Port Perry Railway, and \$10,000 to the branch. Through a careless wording of the by-law, the Company now claim the whole \$40,000 for the main line, with \$3,000 back interest, and the Council has allowed it.

—The ratepayers of the township of Loughboro' decided on the 24th inst., to recommend \$10,000 of a bonus to the Madoc Railway.

—The citizens of Norwood, Ont., are now agitating the extension of the proposed Kingston and Madoc railway to their village.

RAILWAY TRAFFIC RETURNS

FOR THE MONTH OCTOBER, 1869.

Miles	1868	1869	Total
Great Western.....	351	351	702
Grand Trunk.....	1,377	1,377	2,754
London and Port Stanley.....	24	24	48
Welland.....	25	25	50
Northern.....	97	97	194
Port Hope, Lindsay and Beaverton, and Peterboro' Branch.....	56	56	112
The Cobourg, Peterborough and Mar. moria.....	22	22	44
Brookville and Ottawa.....	54	54	108
St. Lawrence and Ottawa.....	12	12	24
Carleton Place and Chamby.....	12	12	24
St. Lawrence and Industry.....	116	116	232
New Brunswick and Canada.....	1,027	1,027	2,054
European and North American.....	13,010	13,010	26,020
Eastern Extension.....	1,437	1,437	2,874
Nova Scotia.....	1,437	1,437	2,874
Total.....	1,437,000	1,437,000	2,874,000

* No Returns.

Mining.

THE IRON MINES OF LAKE SUPERIOR.—There are fourteen companies engaged in mining on the Lake. Two that have just begun, while the others are well developed. The production of the twelve principal mines for the year 1868 will be seen from the following figures:—Jackson, 131,707; Cleveland, 102,213; Marquette, 7,977; Lake Superior, 105,745; New York, 45,665; Lake Angeline, 27,651; Edwards, 17,360; Iron Mountain, 3,854; Washington, 35,757; New England, 8,257; Champion, 6,255; Barnum, 14,380; Total 507,813 tons. The increase over the production of the previous year is between 40 and 50 thousand tons. I am informed that the production for 1869 will probably be about 650,000 tons. The entire production of all the mines up to the close of 1868 is two million three hundred thousand tons. The average cost of mining and delivering the ore in cars at the mines is estimated about \$2 per ton. The ore is shipped to Cleveland at the cost of \$4.35, making \$6.35, when laid on the dock in that city, where it is readily sold for \$8, leaving a profit of about \$1.65 per ton to the shippers. Perhaps including insurance and incidentals, the profit may be reduced to about \$1.25 per ton.

PURCHASE OF MINING LANDS ON LAKE SUPERIOR.—R. K. Turner, of Quincy, Ill., and P. M. Smart of Boston, Mass., on behalf of themselves and other capitalists, have purchased an interest in some four thousand acres of mining lands on Lake Superior, including the Black Bay property. These lands contain large mineral veins, and are chiefly situated near Fort William.

—Sir W. E. Logan, Chief of the Geological Survey, retires and recommends Mr. Selwyn of the School of Mines, London, as his successor.