

days, was rescinded, as admitted in Mr. Brydges' letter to me, dated 20th January, 1868, and no difficulty, since that time (December 1867) has arisen.

The arrangement between the two companies is simply this: "That in the district West of Toronto, where the Grand Trunk have 350 miles of railway, exclusive of the Detroit and Port Huron branch, and the Great Western have the same, or thereabouts, a free interchange of loaded cars exists. But it will be obvious to any reflecting mind, that the Great Western can never agree to interchange rolling stock between the entire Grand Trunk system of 1,377 miles and its 350 miles, for the evident reason that it would completely impoverish them for transacting their own business. Grand Trunk cars, however, are frequently loaded at points on the Great Western Railway for Montreal, and stations east of Toronto. During the close of navigation it is a matter of almost daily occurrence.

With regard to Grand Trunk cars being returned empty from Hamilton when there is freight waiting there for Montreal, the statement is simply incorrect. We have to pay the Grand Trunk the usual charge of \$1 50 per day, per car, whether it returns full or empty. Why, therefore, should we load our own cars, when we have to pay for the use of theirs, loaded or not.

In reference to the development of the Great Western through or "Blue Line" traffic, it must be clear that for every Blue Line car the Great Western adds to its stock, a broad gauge car is released for the local traffic, thus increasing the facilities of the Company for the transaction of the business of the Canadian public.

In conclusion I beg to send for your information statements of our station masters at points of interchange, as to their understanding of the orders issued on the subject.

Yours faithfully,

THOS. SWINYARD.

GREAT WESTERN RAILWAY,
Freight Dept.,
Paris Station, 4th October, 1869.

DEAR SIR.—In the *Globe* of the 1st inst., I noticed a letter from Mr. C. J. Brydges, G. T. R., to Mr. G. Laidlaw, of Toronto, on the subject of interchange of cars between the Grand Trunk and Great Western Railways. Mr. Brydges says, "At Paris the Great Western Company have for a long time refused to allow their cars loaded west of Paris, to pass down our line in direction of Buffalo." Now since I have been at Paris (nearly two years), there has not been an instance wherein G. W. cars loaded and consigned to stations east of Paris, have not been delivered to them and forwarded without transshipment. In hastily examining my car book, I find that since the 1st January last, the G. W. R. have delivered to G. T. R. upwards of 100 cars, all consigned to stations east of Paris—of these 14 are from stations west of Paris, to Buffalo alone, 29 from other points on G. W. R. to Buffalo, and about 55 cars to other stations, as Brantford, Dunville, Fort Erie, Port Colborne, &c.; (of the stations west of Paris on G. W. R. above alluded to, are Windsor, Chatham, Petrolia, Ingersoll, Woodstock, and Princeton.)

Again Mr. Brydges says, "At Paris we allow the Great Western Company to send full car loads of freight loaded at Hamilton, to stations, &c. &c." But this is not carried out to any large extent, and "a considerable proportion of the freight interchange between the two lines at Paris is transferred from the cars of one Company to the other."

Now sir, this is the very reverse of the practice as carried out here. All cars loaded for stations on B. and L. H. line, whether from Hamilton or any other station on G. W. R. are at once delivered to the G. T. R., provided the car contains 10,000 lbs. or over of freight—and further, I have made it a practice, where practicable, to make up loads in G. W. cars, by transshipping from 2, 3 or 4 of our cars, as the case may be, small consignments of goods from way stations to G. T. R. stations—so as to make up a car load, and then deliver car to G. T. R. Our daily interchange of cars averages about 7.

We never transfer goods from our cars to G. T. R., except in such small quantities that they would refuse the car, if put over, as being too small a load. In fact, I have on some occasions given them cars with only about 6,000 or 7,000 lbs.; but then it was of a bulky nature and difficult to tranship here with our means.

Yours faithfully,

A. C. WYNN.

M. Pennington, Esq.

Circular to Freight Agents.

Please furnish me promptly, with your understanding of the instructions under which you are acting in the interchange of freight cars and freight, at your station with the Grand Trunk Railway
(Signed,) M. PENNINGTON
Assist.-Gen. Freight Agt.

GREAT WESTERN RAILWAY,
FREIGHT DEPARTMENT,
Toronto Station, 6th October, 1869.

M. Pennington, Esq., Assistant Gen. Freight Agent.

DEAR SIR.—In reply to your favor of the 4th inst., I observe the following rules in the interchange of freight and freight cars with the Grand Trunk Railway at Toronto:

Freight for points on the Grand Trunk to be sent to their station in freight cars. Our cars not to go east of Toronto, but full car loads for points west to go forward without transshipment, when desired.

Freight for our line to be brought to our outward station in their cars. Full car loads to be forwarded without transshipment. Cars containing less than 10,000 lbs. for one station to be transhipped, if convenient, unless a special request has been made to have them go through. No Grand Trunk car to be sent

over our line with less than 10,000 lbs. freight. The Grand Trunk cars to be returned as soon as possible. Stations west of Toronto to return them loaded when they have freight for places on the line of the Grand Trunk.

I may add that Grand Trunk cars have frequently been transhipped because they were not in proper running order.

Yours truly,

J. WEATHERSTON.

Paris, 6th October, 1869.

Interchange of Cars and Freight with G. T. R. at Paris.

DEAR SIR.—In reply to yours, relative to above, I beg to state that I understand the instructions to be, that all G. W. cars fully loaded from points on G. W. R. to points on G. T. R. are delivered to the latter Company, here uncheckered, billed to destination, and forwarded without transshipment, and that all freight consigned to stations on G. T. R. received here from stations on G. W. R. is forwarded in G. W. R. cars if the load is 10,000 lbs. or over, without transshipment. We receive the G. T. R. cars under the same conditions.

Yours faithfully,

H. C. WYNN.

M. Pennington, Esq.

Guelph, Ont., October 4, 1869.

DEAR SIR.—Yours of to-day, in reference to interchange of cars and freight with Grand Trunk Railway.

Great Western cars, with full car loads for Stations on the Grand Trunk Railway, are shunted into their Station at Guelph on arrival, and allowed to run through without transshipment, and in like manner Grand Trunk cars with freight for Great Western Stations are allowed to go through to destination.

Yours truly,

PHILIP BRODIE.

To M. Pennington, Esq., Hamilton—*Hamilton Spectator*, Oct. 12th, 1869.

SHIP-BUILDING IN GREAT BRITAIN.

THE statistics of ship-building in England, which will be found of much interest in connection with the report of the proceedings of the Shipowner's Association at their recent meeting, which will be found on the first page, indicate considerable activity in the yards during the past two years. They also point out the fact that a large class of vessels is now being constructed. The various building yards of England turned out 568 vessels above 30 tons each, and aggregating 255,309 registered tons, in the year 1866. In the following year the number decreased to 368, representing 172,280 tons, or 180 vessels and 92,929 tons less. In 1868 the number again rose to 414 vessels of 262,307 tons being 154 vessels fewer than in 1866, but only 2,902 tons less, and 24 vessels of 90,027 tons more than in 1867. We notice a decline in the business at all the ports with the exception of the Clyde ports, Liverpool, and Sunderland, where greater activity prevailed. Iron has been the chief article entering into the construction of English vessels for the past eight or nine years, and its use is greatly on the increase. Its durability, cheapness, and the proximity of great iron works and coal to the most important yards render this material particularly desirable to English ship-builders. The returns of British vessels wrecked abroad show that 680 vessels, of 252,484 tons, were totally lost during the year 1868, and 255 vessels, of 387,281 tons, were partially damaged, making a grand total of 935 vessels, of 639,765 tons, being 387 vessels, of 72,072 tons more than were constructed in all the yards during the most active of the three years, and two-thirds as many vessels of twice as much aggregate tonnage as were turned out during the whole three years. It is, however, proper to mention that 273 of the wrecked vessels were built in the British Colonies, and 667 were constructed in the United Kingdom. The total loss of life accompanying these casualties is given at 1,495, being 195 less than the returns for 1857 and 439 less than in 1866. It will be seen that the number of losses bears a full proportion to the number of new constructions. The number of vessels sailed and never heard from afterward was unusually large.—*Bulletin*.

CROP PROSPECTS ABROAD.

IN the North of France a deficiency in the yield of wheat—not very serious, however,—is reported. In England, also, the wheat crop is below the average, probably not over ten per cent. at the utmost, but the yield in the coarser grain and roots is very large, which will go toward making up the deficiency in wheat. Russia will not quite come up to previous estimates in regard to wheat, while in some parts of Germany the wheat crop is also under the average. England and France will want a considerable quantity of our cereals, but only at moderate prices. If we should advance our prices above those on the other side, the Black Sea and Mediterranean ports will supply England and France with the wheat they want, and we shall be out off from those markets for our surplus stock. It is certain that we have more wheat alone than we can possibly hope to ship, or even get vessels to carry, to say nothing of any other cereals. In this aspect of the situation, farmers can gain nothing by holding on, but they should send their grain to market. In our judgment, there is much uncertainty as to prices in the future, and a probability of a decline in the market for breadstuffs unless a very considerable failure of the corn crop should prevent a fall.—*Com. Bulletin*.

WESTERN EXTENSION.

OUR New Brunswick exchanges came to us last week with very full accounts of a trip over this line, which was made on the 5th inst., by a number of gentlemen—official and professional—as far as the boundary of the United States. Although this journey partook rather of the nature of a pleasure excursion than of that of the formal opening of the railway, the road is nevertheless practically completed; and its more ceremonious inauguration is not likely to be long delayed. We congratulate our brethren of the neighboring Province especially upon the accomplishment of this most important enterprise, but it is a work which cannot fail to prove of the greatest usefulness to every Province of the Dominion. It happens to be the link which connects New Brunswick with Maine, but not even to New Brunswick itself will the work yield greater results than to our own Province of Nova Scotia, after the State over the border has performed its portion of the undertaking, which we are sorry to say is still incomplete to an extent of nearly sixty miles. Were we in the vein we might be tempted to read some of our whilome Annexation friends a lecture, with Provincial energy and Yankee apathy as a text; introducing the comparative condition of the Western Extension on either side of the dividing river of St. Croix, as a case in point. But since the passion of Annexation (pretended or otherwise) has passed over, and left its victims only a little dull and heavy, we prefer to merely wonder why the States are so backward in rushing on this line. Not only to Maine, but at least to all New England will this railroad open up a route replete with fully as many advantages as any road that ever left the State of Maine. In substantial importance it will not yield even to the line running from Portland to the Province of Quebec; so that it is a matter of great surprise that the influential men of the North-Eastern States have not before this driven forward to completion that part of this Railway. The truth appears to be that they have been relying too much upon Congress for assistance, and the customary battle dore and shuttle cock game between Federal and State Legislature, has ended in retarding progress all round. It is much to be desired that this may now cease, and continuous rails on the soil of the Dominion and of the United States meet at St. Croix bridge.

When thoroughly carried out, this line will realize the old dreams of the European and Atlantic Railways, as so vividly portrayed by many gifted speakers at the Portland Convention as far back as 1851. Times have changed, indeed, since then. In the one country a bloody war has virtually separated forever the Northern and Southern States. In the other country, the reverse has been the case and a prolonged peace has brought about a Confederation of nearly all the American Provinces, while the remainder are knocking at the door for admittance into this same Union. But the benefits to be derived from a thorough Railway communication are permanent; and we venture to assert, that when Halifax is connected with the whole continent by a steady traffic will pour along this Western Extension, which will dwarf the most sanguine expectations of its warmest advocates at present. There is no ground for supposing that this connection will injure the business of the Intercolonial. The roads are separate and distinct in every feature. The one is our land route to the South and West; and from its being built entirely through our own territory, and in consequence of other facilities, the Intercolonial will undoubtedly prove the great highway from this seaboard to most Western districts; while the line, of which this Western Extension is an essential portion, leads the inhabitants of those Provinces, and a large number of Atlantic travellers, to and from the great cities of the Eastern and Southern States.

These expectations are, however, in the future still; although it is to be sincerely hoped that they may not remain there, later than next summer at all events. At present it is undeniable that bad management on the part of some in authority (for we are told that neither contractors nor engineers are to blame) robs us of this hope, and defers the iron alliance between the Dominion and the Republic until another season. We may, meanwhile, glance with some profit to our readers and ourselves at the Western Extension as it is. Judging by the remarks and tone of the newspapers of St. John, the work on the road has been performed in the most satisfactory manner. The bridges are particularly mentioned as productions of artistic skill, and the substantial character of the whole line, elicits frequent notices of hearty approval. In the country through which this railway chiefly runs, it is well that no attempt has been made to build a flimsy structure, as in many places it will be much exposed to the effects of severe weather. It was the day and night after the storm of the 4th and 5th inst. that this trip over the line was made, and although much damage is reported among the buildings and forests near the track, to the road itself no mishap appears to have occurred. Not even the temporary bridges suffered, nor were the rails thrown out of place by overflowing streams or ballast caving in. Another illustration of the great advantages of a land route over one by water, is shown by the same storm. During that gale the staunch steamship *New York* was caught not far from Eastport, and driven on shore in spite of steam and anchors; from which position she was rescued and saved, by the skill and courage alone of Captain Winchester and his officers. Still, after all that was possible had been done by these brave men, the loss by delay must have been great both to passengers and cargo. Had these been travelling over the solid ground of the Western Extension, and its prolongations at each end, in all human probability these disasters would have been altogether escaped. Come, then, people of Maine, give us your portion of the through line. This is the Annexation that we want particularly.—*Maine Express*.