CANADA AND HER RAILWAYS.

(*From the Canadian News.*)

WE take the following interesting article from the advanced sheets of another work from the pen of Sir Cnsack Roney, entitled "Rambles on Railways," and which will appear early in the coming month:—

The progress of Canada—I speak of the whole Dominion as recently created by the confederation of Upper and Lower Canada, Nova Scotia, and New Brunswick—has been marvellous and in no respect, perhaps, has the growth of the country shown itself in a more marked manner than in the development of its railway system. It was in 1843 or almost immediately after the completion of the magnificent canal system of Canada proper and by which vessels of 800 tons could pass from the ocean to Lake Ontario, and *vice versa*, that the Canadians discovered that it was necessary, notwithstanding their unrivalled inland navigation, to combine with it an equally good railway communication—that was if they were to continue to be the carriers of the products of the Western States through the valley of the St Lawrence. They found that their neighbours to the south had commenced their railways in all directions, but more particularly to connect the cities on the Atlantic coast with the Western Lakes, and accordingly in 1849 an Act was passed by the Canadian Government pledging a 6 per cent. guarantee on one-half the cost of all railways made under its provisions. Under this act, the Northern Railway, which runs from Toronto to Collingwood, the Great Western Railway, which runs from Windsor on the Detroit River (opposite Detroit) to the Niagara River, and the St. Lawreuce and Atlantic, now forming part of the Grand Trunk line, running from Montreal to Portland, were commenced. In 1852, however, the Government fearing the effect of an indiscriminate guarantee, repealed the law of 1849 and passed an Act guaranteeing one-half the cost of one main trunk line of railway throughout the Province, and it was under this Act that the Grand Trunk Railway was projected. These terms were subsequently modified by granting a fixed sum of £3,000 per mile of railway forming part of the main trunk line It is true that prior to these dates railways existed in Canada. There was, for example, the horse railway from Laprairie nine miles above Montreal, to St. John's, on the Richelieu River, which was opened in July, 1836, and was first worked with locomotives in 1837. There was also the horse railway between Queenstown and Chippewa which was opened in 1839, but with these exceptions and the length of the Lachine Railway, a line running from Montreal for seven miles to the westward, the railway system of Canada cannot be said to have commenced until after the passing of the Railway Act in 1849, and even then it was not for about a year that any substantial progress was made. But after that date the works of the several lines were pushed forward rapidly, and in 1853 the lines from Montreal to Sherbrooke, from Toronto to Bradford, and from Hamilton to Suspension Bridge were opened. In 1854 the line between Montreal and Quebec was opened, the first train having carried Lord Elgin, who was then *en route* to England In the same year the Great Western Railway was finished to Windsor, and in the following years the whole line from Montreal to Toronto and thence to London was constructed, and in 1859, the entire Canadian Railway system was completed, including the keystone of its arch, the Victoria Bridge, the details of the construction of which will be found in another page.

Whilst, as I have already explained, the Government of Canada owns no portion of the 2,148 miles of railroad now built, although the moneys granted in their aid amount to upwards of £6,000,000, Nova Scotia has built and owns all the railways constructed in that province. They consist of a trunk line from Halifax on the Atlantic, by way of Truro, to Pictou, on the Gulf of the St. Lawrence, with a branch line to Windsor, on the Bay of Fundy. The distance from Halifax to Truro is 60 miles, and from the main line to Windsor 33 miles. From Truro to Pictou the distance is also about 60 miles The railways to both these points were completed in 1858; the total cost of construction, including the extension to Pictou, being a little over £8,000,000. The line from Halifax to Pictou was originally intended to form part of the European and British North American Railway, running from Halifax to the Great Lakes through British territory, and this has now all been accomplished with the exception of the intermediate link through New Brunswick, from the St. Lawrence River to the Bay of Fundy. This incompleted section the projected Intercolonial Railway will now fill in, so that with three years from the present time the Dominion of Canada will have direct railway communication between its extreme limits—that is to say, the iron road will be laid between the ocean and the Great Lakes.

New Brunswick, like her sister Maritime Province also owns a railway, being the line from St John to Shediac—a distance of 108 miles. It is called the European and North American, and it is intended to extend the line westwards from St John to the boundary line of the State of Maine, the present railway system of that State being in like manner extended until a junction is effected between the two systems. With the completion of these extensions and the construction of the Intercolonial Railway, a passenger landing at Halifax will be able to take his train to any city in the States or in the Dominion. In addition to the European and North American Railway, New Brunswick boasts of two other lines—the New Brunswick and Canada, 88 miles long, running from St. Andrew's to Woodstock; and the St Stephen's branch railway, a short line of 18 miles in length. It is not unlikely that some portion of the Woodstock line may be utilised as part of the Intercolonial Railway, but until the route of the latter is finally settled, it is impossible to say whether this will be so or not.

From the foregoing figures it will be seen that whilst in 1852, Canada could only boast of 80 miles of railway she has now, including the railways of New Brunswick and Nova Scotia, 2,495 miles. The population of the Dominion is estimated at 4,000,000, so that with the exception of the United States, which possess a mile of railway for about every thousand inhabitants, the rate of Canada, which is nearly ⅔ths of a mile for the same proportion of population, shows a greater mileage system per head of population than any other country

The following is the length and cost of the several railways in the Dominion:—

Name.	Length in miles.	Cost.
Grand Trunk	1 377	£16,583,033
Great Western	345	4 901,892
Northern	97	1,121 462
Brockville and Ottawa	86½	534,657
Prescott and Ottawa	54	412 808
Port Hope, Lindsay and Beaverton.	43	327,437
Port Hope and Peterboro	13	82,191
Cobourg and Peterboro	14	184 931
London and Port Stanley	24½	212,229
Welland	25½	333,460
Carillon and Grenville	13	19,536
St. Lawrence and Industrie	12	11 116
Stanstead, Shefford and Chambly	44	349,862
Nova Scotia	133	1,300,000
New Brunswick	214	1,700,000
Total	2,495½	£27,974 614

The magnificent harbour of Halifax—the finest harbour in the world—will on the completion of the Intercolonial Railway be the Atlantic terminus of the Canadian system of railways—a system that will yet extend across the Rocky Mountains to British Columbia,—and there, ere long, will be seen the lumber from New Brunswick, Maine, and Canada, the beef, pork, wheat, flour, and corn of Western Canada, and the Western States with other products—

From the forests and the prairies,
From the great lakes of the northland,
From the land of the Ojibways,
From the land of the Dacotahs,
From the mountains, moors, and fenlands,

all being transhipped for consumption in our Cis-Atlantic markets.

LARGE SHIPMENT OF CHEESE.—The shipments of cheese from this section are steadily increasing. Up to this fall, Ingersoll has been the point of exportation of the manufactories of Oxford, but the impetus given to the business, has had the effect of giving existence to a host of factories in the rich pasture section, of which Woodstock is the centre, and we have repeated evidence of the demand for the cheese of Oxford in the shipments from Woodstock. Last Monday there were 22 tons sent from the Strathallan factory, and a splendid lot they were, and what is of more consequence to the proprietors, was, that in consequence of he Stratnallan cheese having taking prizes at the late shows, a very considerable advance over the market rates was realized for it Malcolm McKinnon, Esq., was the exporter who sends this lot with several others, forward on Liverpool account. The cheese market is still low, we regret to say, but men of experience affirm that even at 8c. per lb. cheese is attended with more profit directly and indirectly than than grain growing. If that is so, 10c. and 11c be a good figure. What we want most are markets independent of those of England.—*Woodstock Times.*

HAMILTON TRADE REPORTS.

HARDWARE TRADE.

Adam Hope & Co.
E. Magill & Co.
D. Moore & Co.
W. McGiverin & Co.

WE have nothing of importance to mention, as business has been very moderate, with no active demand for any particular lines. Prices the same as last week.

DRY GOODS TRADE.

D McInnes & Co.
Kerr, Brown & Mackenzie.
Young, Law Co.
Sandford, McInnes & Co.
McInnes, Calder & Co.
Service & Wyld.
G. H. Furner & Co.

THE stimulus given to this department last week by the sale at D. McInnes & Co, having died out business has been quite flat. A few small buyers have been in town sorting up in woollens, but nothing of any consequence has been done. Stocks are well sorted, and with the prospect of winter setting in in earnest, we think business will improve, but would advise holders to quote goods at such a figure as will induce dealers to purchase at once, without waiting for a gradual reduction.

GROCERY TRADE.

Kerr, Brown & Mackenzie.
Jas. & A. Turner.
Brown, Gillespie & Co.
G. J. Forster & Co.
Harvey, Stuart & Co.

BUSINESS during the past week has been particularly active, partly owing to the large influx of country merchants to attend the dry goods sale. Most houses are working late, and are still behind with orders.

SUGARS and TEAS are in fair demand.

FRUITS are not being pushed, as prices rule too low in consequence of Montreal houses forcing the market.

MONEY MARKET.

WE have no particular change to note in the state of the money market. The position of the Banks, as a whole, according to the statements published in the *Canada Gazette*, is much stronger than it was in September, and their ability to grant accommodation to their customers increased, but the demand for money is still active, and, outside regular customers of banks, only first class paper can be negotiated, and that at pretty stiff rates. For their own customers, however, the banks are discounting with sufficient liberality. Sterling Exchange is firm at quotations, with considerable sales. Gold Drafts on New York are not wanted, Bank selling at ¼ to ⅛ discount.

GOLD is steady at 139¾, with sales of Bank drafts on New York at 28 to 28½ per cent. discount.

SILVER is abundant, buying at 4½ and selling at 4¼ to 4 per cent. discount.

Bank on London, 60 days sight	108⅝
" " sight	109¾ to 110
Private, " 60 days sight	108 to 108½
Bank in New York, 60 days sight	109¼
Gold Drafts on New York	⅛ to ¼ dis.
Gold in New York	139¾
Silver	4½ to 4 dis.

THE DRY GOODS TRADE.

Baker, Popham & Co.
Barrie, James, Co.
Clark, Jas. P. & Co.
Claxton, T. James, & Co.
Davis, Welsh & Co.
Donnelly, James.
Dunn, R., Fish & Co.
Foulds & Hodgson.
Foulds & McCubbin.
Gilmour, J. Y., & Co.
Greenshields, S., Son & Co.
Hingeston, Tuffer, & Co.
Hughes Brothers.
Johnstone, James, & Co.
Lewis, Kay & Co.
Macfarlane, Andrew, & Co.
MacKenzie, J. G. & Co.
MacKay, Joseph, & Bro.
May, Joseph.
May, Thomas, & Co.
McCulloch, Jack & Co.
McLachlin Bros. & Co.
McMaster & Co., Wm. J.
Moss, S. H., & J.
Muir, W., & R
Mundorich & Steoncken.
Ogilvy & Co.
Plimsoll, Aubin & Co.
Robertson, A., & Co.
Roy, Jas., & Co.
Stephen, William, & Co.
Stirling, McCall & Co.

THE business of the week has in general been very quiet, although some orders are still dropping in. The attention of buyers has for the most part been absorbed by the trade sale, on the 20th and 21st for account of Messrs. A. Robertson & Co., and William Stephen & Co. It was largely attended, and a very large amount of goods were disposed of, especially of Canadian manufacture, which were spiritedly competed for, and, considering the lateness of the season, realized comparatively fair prices. From what we saw of the imported woollen goods, we should imagine that Canada must soon completely shut out many of the imported woollen manufactures, especially such goods as tweeds, blankets and flannels, which it appears evident can now be produced here more cheaply than they can be imported.

In the two days during which the sale lasted, nearly ten thousand lots were sold, which it is estimated will amount to about one hundred thousand dollars.

THE GROCERY TRADE.

Baldwin, C. H., & Co.
Chapman, Fraser & Tylee.
Chapman H., & Co.
Childs, George, & Co.
Converse, Colson & Lamb.
Davie, Clark, & Clayton,
Duncan & Forster.
Fournier, Jules
Franck, J. C., & Co.
Gillespie, Moffatt & Co.
Goodhugh, W. S., & Co.
Jeffery, Brothers & Co.
Kingan & Kinloch.
Mathewson, J. A. & H.
Mitchell, James.
Moore, Semple & Hatchette.
Robertson & Beattie.
Robertson, David.
Sinclair, Jack & Co.
Tiffin, Bros.
Thompson, Murray & Co.
Torrance, David, & Co.
West, Bros.
Winning, Hill & Ware.

WITH regard to the business of the past week, it has been far from brisk, and sales have been almost entirely confined to the public auctions, particulars of which will be found below. At Messrs. Rimmer, Gunn & Co's. sale, the attendance was fair, and the result for this season of the year must be considered satisfactory. The number of real buyers present, however, was limited, and in the absence of sufficient competition, prices were throughout somewhat lower than market rates. At the sale of Messrs. A. Urquhart & Co. yesterday, the same cause operated to even greater extent, and but few lots, especially of teas were repeated.

TEAS—Remain as before, with few sales to report. Blacks of better grades are a little more enquired for. Some small parcels of fine Souchong have changed hands at 62½c to 67½c. Twankays not so much enquired for. At auction, buyers have not seemed desirous to stock themselves, looking forward to the sale of Messrs. D. Torrance & Co., announced for to-day.

COFFEE.—Little or nothing doing. Some samples of Java were offered at auction, but did not even obtain a bid. Rio and Laguayra are in a like position.