

mill was appointed Secretary to the meeting. The following resolutions were then passed:—

That Wm. A. Thompson be elected President; Thomas M. Nairn, Vice-President, and Nicol Kingsmill be Secretary and Treasurer. That Stock Books be immediately opened in accordance with the Act of Incorporation, and that the Secretary do advertise a meeting of the Directors to receive subscriptions of Stock, to be held at the office of the Company at Fort Erie, on the 16th December, A. D. 1868. That application be made by this Board to the various municipalities interested in the construction of the proposed road, asking an appropriation of the right of way or such other aid to the undertaking as to them may seem meet. That the Board having heard the interesting statement made by Mr. Thompson of his efforts and progress on behalf of this undertaking, tender to him their sincere thanks for the same, and would express their confidence in his energy and integrity carrying it to a successful completion. That the Ontario Bank be designated as the Bankers of the Company. That Messrs. Crooks, Kingsmill and Cattanaich be appointed the Solicitors of the Company.

A vote of thanks to Sheriff Munro was then passed for his efficient conduct in the chair, and the meeting was adjourned to Wednesday, the 16th December, next, to meet at the office of the Company at Fort Erie.

THE QUEBEC AND GOSFORD WOODEN RAILWAY.

A meeting of the shareholders and others interested in the construction of this railway was held in Quebec, for the purpose of hearing Mr. Hulbert, an engineer from the United States.

After Mr. Garneau had introduced Mr. Hulbert to the meeting, the latter gentleman explained that he had been engaged at Clifton in the construction of a wooden railway, which had turned out, in a pecuniary point of view, as a complete success, and gave general satisfaction. They were running four locomotives and 60 cars, and the company now proposed to add four additional locomotives and 100 cars. He had passed over the road now under consideration with Mr. Fitzgerald, and had come to the conclusion that it could be built much cheaper than the lines he had first spoken of. He was surprised to hear that we complained about the cost of cordwood, with such large quantities available within 25 miles of our city. It was impossible for him to give the meeting the exact figures of the cost of construction, but he thought it could be put in working operation for about \$200,000. These railways could attain a speed of 16 miles in 60 minutes. They ran at that rate in Clifton, but from 8 to 10 miles in the same time was sufficient for all practical purposes. The locomotive on this line could make two trips a-day, forty cords each load, which would be, with four locomotives running, 540 cords each day. The width of way required was 66 feet, much more, he believed, than at first contemplated by the shareholders—Mr. Hulbert then went into detailed description of the grade which these wooden railways can attain, which is as much as 300 feet on the mile, and also upon the increased value of the property through which the road would pass. With fair usage, he thought a wooden rail made of maple—for he found it the best for the purpose—would last at least five years, and when one side of the rail was worn out, it could be reversed. He here showed the meeting a small diagram of a rail such as is used in wooden railways. The road as he proposed is 66 feet wide, would not require cattle guards, and they could do away with fencing. He also stated that in its construction, not one pound of iron would be used. Mr. Fitzgerald here said that the wood required for the rails could be obtained off the lands conceded by the Government. Mr. H. continued his explanations stating that he had been consulted by certain gentlemen in

Ontario, who proposed building a similar road. These gentlemen had visited the road he had lately built, and expressed themselves highly satisfied. He thought for cheapness it was undoubtedly the best thing they could get up. It was also suggested as an encouragement to persons to buy stock, that each shareholder be entitled to a cord of wood for each share they held, at cost price. This idea appeared to meet with the general approval of the meeting. The next question taken up, in which nearly all the gentlemen present expressed their opinion, was the cost of labor. Mr. H. said that the ordinary unskilled laborer or navy in the United States was paid \$1.50 currency per day. Mr. Garneau was of opinion that unskilled labor here could be obtained for four shillings a day, and perhaps less. As the road had to be built in the summer season, labor would, of course, be higher. Mr. Henry Fry said that in the winter season they could obtain as much labor here as they required at their own price, for the people were going round the soup-kitchens for subsistence. Mr. Hulbert said in his experience he found that when there was a large demand for labor, the wages generally increased. After some further conversation upon the probable competition that would arise between the batteaux carrying wood from the lower St. Lawrence and the Gosford Road, the meeting adjourned for a few days, to allow Mr. Hulbert an opportunity to prepare certain plans and specifications, which would give them a more definite idea of the probable cost at which the road could be constructed.—*Chronicle*.

RAMA TIMBER TRANSPORTATION COMPANY.—A meeting of this company was held on the 17th inst., in the office of Messrs. Strong, Edgar and Grahame, Jordan street. The object of the company is to cut a canal for the floating of timber from the waters of the Black River, in the County of Ontario, to Lake St. John, and through to Lake Couchiching, so as to facilitate the transportation of timber from the extensive forests on the Black River. Heretofore it has been passed through the River Severn, Georgian Bay, and three of the great lakes with their connections, before arriving here. It will, after the completion of the canal, be brought down Lake Simcoe and shipped by the Northern Railway to Toronto. The whole of the stock, amounting to \$40,000 has been subscribed, and \$10,000 of it paid up. The following gentlemen were appointed directors for the ensuing year:—Messrs. F. W. Cumberland, M.P.P., H. W. Sage, Thompson Smith, John Thompson and Clarence Moberly.

ROSSIN HOUSE.—The annual meeting of the Rossin House Company took place at that hotel on the 17th. The President, Mr. Gzowski occupied the chair. The annual report of the Directors was submitted to the meeting and showed the business of the past year to have been very satisfactory on the whole. The Directors thought that for several years to come the receipts from the renting of the stores in the building would likely be required to pay the principal and interest. In the report the Directors recommended the opening of the second flat. The following gentlemen were elected Directors for the coming year, viz:—Messrs. Jno. McDonald, W. C. Chewett, Adam Crooks, C. S. Gzowski, and B. Dickson. Mr. Gzowski was re-elected President, and Mr. W. C. Chewett managing director.

Mining.

GOLD MINING REVIEW.

NOVA SCOTIA.—The sale of two large properties in the eastern districts had taken place within the fortnight, but the enquiry for lands is declining, and for stock has almost ceased.

UNIAKKE.—The Queen Company has sent up 114 ounces as the product of 36 tons.

ISAAC'S HARBOR.—The prospects of the north lode are very good. The mill, containing at present two 5-stamp batteries, has commenced running, and gives satisfaction.

The alleged alluvial discoveries were, as surmised, much exaggerated. It has long been known that pay dirt could be washed at Dunn Cove and Hurricane Point. Dunn Cove offers certain facilities for sluicing; but at neither are the deposits so rich or so extensive as to warrant even the least excitement, or to give them at present any marked superiority over other districts in the Province where alluvial washings have already been tried.

ECUM SECUM.—The mill of the Atlantic Co. will not be started until next week, owing to the delay in the receipt of some essential part of the machinery, which was before reported on the spot and complete. Mr. Andrews speaks encouragingly of the progress of the works and the general prospects of the company.

INDIAN PATH.—The mill of Messrs. Waddelow and MacDonald commenced running on the 26th October, and is said to work satisfactorily. It has at present two batteries, each of five stamps, but there is room for two more batteries if required. The stamps are driven by an 18 ft. overshot wheel. The supply of water is abundant and has a good fall. The shafts of this company are still sending up rich looking ore, and its quality will soon be tested *en gross*, as they have now about 500 tons on the surface, which will be put through the batteries so soon as the stamps have had proper play. Twenty-six men are now employed on these works.

THE OVENS.—The furnace of Captain Cornwall is being fast completed, and satisfactory progress is still reported of his works and those of Mr. Clarke. The two companies employ about 20 men.

MUSQUODOBOIT.—The following results are reported from Mr. Burkner from experimental crushings conducted by himself:

1450 lbs. quartz, from which half an ounce of specimens had been taken, gave in the battery 2 ozs. 7 dwts.

1000 lbs. from a three feet lode, half quartz and half slate, reduced in the stamp mill, yielded 4 dwts.

Mr. Tuoguoey, who has just returned from the district, has also brought specimens with him, visibly rich in gold.

The following quantities of bar gold have been reported in Halifax between 23rd October and 5th November:

Co.	District.	Oz.	dwt.	grs.
Ophir,	Renfrew,	172	11	0
do.,	do.,	3	9	0
do.,	do.,	1	11	0
Mulgrave,	Isaac's Harbor,	92	17	9
North American,	Waverley,	24	1	22
Macintosh,	Wine Harbor,	12	13	21
Queen,	Uniakke,	134	10	0
Caledonia,	Oldham,	34	6	0
North St. Lawrence,	Uniakke,	14	5	0
Total,		490	4	15

—*Halifax Mining Gazette*.

THE TAXES ON THE PRODUCTION OF THE PRECIOUS METALS IN MEXICO.

We have received a printed copy of the report submitted to the Mexican Congress in May last, recommending a reduction of the taxes on precious metals, and a perusal of the document fills us with astonishment that a Government can exist with taxes so oppressive, that the mining industry continues to support a large porportion of the population, and the mines should be found to produce \$20,000,000 annually (the manifested exportation is \$15,000,000) with a considerable profit, after submitting to such terrible exactions. The taxes