

one thing, and so can every one in Canada, namely, that the Grand Trunk Railway takes precious good care not to waste any of our forests by carrying them to our cities as firewood. Time and again, when the price of fuel is up to starvation rates—and when poor citizens are on the point of perishing under the unrelieved severities of an arctic winter—the railway relaxes, and a few hundred cords are obligingly brought to us over the line, but, as a rule, the Company is opposed to the cordwood business, it does not pay shareholders large enough profits, and, consequently, in most of the cities of Canada fuel is from 50 to 100 per cent. higher than it would be if this traffic, so unremunerative and impolitic for the shareholders, was permitted. The shareholder, then, who could only account for an advance in the price of fuel by supposing a retreat of our forests, and a fall in rates by an advance of our beech and maples had, after all, very little to complain of. He has not studied the question, we advise him to do so before again making it a ground of censure on Mr. Brydges.

But this unreasonable conduct was not singular. In making vague and vain charges and then in condoning them, all because, forsooth, it was intimated that Mr. Brydges was negotiating with the Canadian Government for a loan, or something of that sort the shareholders acted more irrationally. They stultified themselves, they showed that they did not believe in their own petulant complaints, they showed that they had confidence in Mr. Brydges, and that they fondly believed that he was the man to help them out of their difficulties by negotiating pecuniary help for them. Well, much as we are convinced that the conduct and speeches of the shareholders were at variance, we yet sympathize with them. They like the Province of Canada, put millions into a great work, and have not received interest on their investments. But, at the same time, we warn them not to be sanguine of receiving any such guarantee or help as they look to the Canadian Government for. We do not say that it is impossible under any circumstances for the Government to propose such a measure, but we do say that there are at present a most insuperable obstacle in the way of the success of such a policy. It is all very nice for gentlemen shareholders to say that if Canada has any kind of honesty and common sense she will accede to the demand of men who can be so unreasonable and illogical. But apart from the insolence of such remarks, they are not surprising. Shareholders, whether of Grand Trunk stock, bank stock, railway stock, or Southern Confederacy stock, have only one object in view to get their money. All I want is to get my money back again," exclaimed an impetuous gentleman at the recent meeting, and he represents the whole class of fortunate and unfortunate speculators. But there is this difference between the two classes in all bona fide and equitable transactions. The fortunate shareholder can demand his money back as a right, the unfortunate shareholder has no right to demand his back at all. He risked it in the hope of high interest, unforeseen and deplorable circumstances have deprived him of principal and interest. In the absence of fraud, what right has such a one to come forward and say—"All I want is my money back again, and you have no kind of honesty unless you pay me!" And yet an English Grand Trunk shareholder holds such language to Canada at a time that his Company is said to be negotiating with our Government for another loan. Surely, then, we are right in warning this shareholder and all for whom he speaks, not to be too sanguine in their expectations.

THE TIME FOR ACTION.

The time is fast approaching when the promoters of the narrow-gauge railroads to connect Toronto with the counties and lakes lying North-West of it on the one hand, and North-East of it on the other, will have to give a practical test to the sincerity of their professions. We do not allude to any imposing and costly ceremony of turning the first sod. First sods have been turned on many occasions, and no good has come of it to the projected undertaking. What we want to see is the first line of the narrow gauge completed. We want to see the earthy finished, the line related, the stock subscriptions for the contracts given out, and several thousand navvies throwing up embankments, cutting down hills and building bridges. There are a great many long-headed men in Toronto and the Western counties who have no faith in the narrow gauge and who disapprove in its undertakers. Ask them of the project and they will tell you, with

a shake of the head, that we will never see a narrow-gauge line built leading into or out of Toronto. Well, we have no confidence in the judgment of the unbelievers. We expressed our confidence in the new theory from the first. We have heard both sides, and we still believe that the narrow gauge will do as much and cost a great deal less than the broad gauge. We speak, of course, of the proposed lines. But we want something more than theory. We want to see the line begun. The battle of the gauges has been fought long enough. It began a couple of years ago. It was fought in the press; it was fought in pamphlets; it was fought on the platform, and, lastly, it was fought in the legislature, and a stiff fight it was. The narrow gauge triumphed.

From the first it came before the public in a way well calculated to inspire confidence. The statistical evidence adduced to prove that it would be successful if tried, was astonishing, and could not fail to be convincing, backed up as it was by such high and undoubted authorities as Mr. Boyd, of New Brunswick, Mr. Fox, of England, Mr. Fitzgibbon, from Australia, and several other engineers from Norway and other parts of the world where the narrow gauges had been tried and had been found to realize the fondest anticipations of their promoters. The chief opposition was found to come from those interested either in existing or proposed broad gauge lines. It was no wonder, then, that the people whose sympathies are with the weaker party and on the side of economy, should have been in favor of the narrow gauge, and should have secured its success thus far by giving it the whole weight of their moral support. But moral support will not build a railway, though it is the first step and a long step towards that end. To build a railroad requires money—even if it be on the *ditto* principle, and it we believe half we hear—and that is a fair average—the funds are forthcoming. The counties through which the lines will run are said to have pledged themselves again and again to vote supplies and take stock, and either thirty or fifty gentlemen have agreed among themselves out of their own means to build the line at thirty or fifty miles. As a profitable investment, the public will not be backward in putting their money into it. Railroads are looked upon as doubtful investments, and, unfortunately, not without cause, but there is a great difference between the proposed lines and the existing lines, the narrow gauge, we have been solemnly assured, will not cost, equipment and all, more than \$10,000 per mile, the broad gauges have cost four and five times that amount. The latter could not pay dividends, the former ought to pay handsomely. They will, on the proposed routes, have a carrying capacity backwards and forwards of 500,000 tons, when constructed at a cost a fourth or a fifth less than existing lines, worked at a proportionately less rate than broad gauges, and carrying as much freight as the section of country they will travel through affords, and a broad gauge could do no more than that—the narrow gauge ought, all these things considered, to yield a fair revenue for all the money put into it.

Of the two routes, it is hard to say which ought to be commenced first. The Toronto, Grey and Bruce line will open up country in which there is already a large and increasing population, and which, besides, is the most fertile region in the West. The want of a railroad is severely felt in Grey and Bruce. Farmers there have been known to bring their wheat ninety miles to market. One would think that it is here that the first efforts of the narrow gauge men ought to be directed. To spur them on, there is the Wellington, Grey and Bruce chartered company seeking to construct a line through the country we have indicated, and which, when made, will bring Grey and Bruce into connection with the markets of Guelph, Hamilton and Toronto. Which ever line is first begun and completed will have an advantage over its rival. In the Toronto and Nipissing route, the narrow gauge is without a rival. The country to be opened up is new, since the project was first started, the Government have opened up a large section in Nipissing for free grants, and the advantages of at once commencing the construction of the line are patent. The free grants ought to attract thousands of settlers, and thus make about cheap, the construction of the line ought to afford abundant work for settlers, who would otherwise earn a scantier livelihood during the first year on their free farms. And in this respect the present free grant act is favorable to the settler, for it allows him to be absent from his lot for three months in the year without forfeiting his right to it. This route will

also open up a fair lumbering country, the traffic in which would at once give the line permanent work to do. From these considerations it would appear as if both routes had strong claims on their respective companies and promoters. We should like to see them both commenced within a short time. Their success is as undoubted as any project not in being can be. The public are convinced. The companies need not hold any more meetings to do that. If they do they may weaken their work. Let them set to work and build a section of their road. Such an event would do more for their cause than innumerable speeches and whole volumes of reports.

PUBLIC WORKS.

NO. II.

MONTREAL AND KINGSTON via OTTAWA.

THIS second line of inland navigation extends from Montreal to Kingston, passing up the Ottawa River to Ottawa City, and thence by the Rideau Canal to Kingston. The total distance is 246½ miles, of which 14½ miles are by Canals. These are—after leaving the Lachine—the Ste. Anne, Carillon, Châte à Blondeau, Grenville and Rideau, and except the first, were designed as military works.

The Ste. Anne Canal was constructed to overcome the Ste. Anne rapids, opposite the village of the same name, and consists of little more than a single lock, 100 feet by 45 feet, with from 6 to 7 feet of water on the sills, with a wing dam and guide piers above, and a protection and guide pier below. A lock was built here about fifty years ago, by the "St. Andrew's Steam Forwarding Company," but only large enough to pass a steamer of some 20 horse-power, and was only used for the private purposes of the company. It was not till 1840 that the present lock was commenced, and in November, 1843, they were completed, the total cost was \$134,467.

The four military canals were constructed by the Imperial Government, and for years afterwards managed by imperial authority. In 1848, propositions were first made to transfer them to the Provincial Government, but negotiations to this end were not finally concluded until 1856, although the expense of their maintenance was borne by the Province from October 1st, 1853.

The Carillon, Châte à Blondeau and Grenville Canals, are all comprised within a distance of about 13 miles, and are respectively 2½, 4, and 6½ miles long. The locks, 11 in number, vary from 107 to 130 feet in length, and from 19 to 83 feet in width. The scale of navigation, and the capacity of this route from Montreal to Kingston, are limited by the dimensions of these smallest locks, which can only admit vessels of about 35 feet in length by 18½ feet in breadth, and by the depth of the Rideau Canal, which will only admit vessels drawing 4½ feet of water.

The Rideau Canal is 126½ miles in length, has 47 locks, 134 feet by 83 feet, of which, going from Ottawa to Kingston 83 ascend, and 14 descend, total locks 44½ feet, (232½ rise and 161½ fall), has a navigable depth of 4½ feet. This canal, as before observed, was constructed by the Imperial Government for military purposes. It is not properly speaking, a canal in the ordinary acceptance of that term, but consists in the conversion of the Rideau and Cataraqui Rivers into one continuous and navigable channel. The head waters of these two streams are within one mile of each other, on the direct line between Ottawa and Kingston, and their navigation was rendered practicable by sundry cuttings, locks and dams. These latter are 24 in number, 11 of cut stone, and 13 of wood or clay, are from 5 to 60 feet in height, and are executed in a very superior and substantial manner.

THE RICHELIEU AND LAKE CHAMPLAIN NAVIGATION.

The canals on this line consist of the St. Urs lock and dam on the Richelieu River, 14 miles above its mouth, and the Chambly Canal on the same river, 12 miles long from Chambly to St. Johns, and were designed to overcome the obstructions in the navigation between the St. Lawrence and Lake Champlain, and thus afford a connection with the United States system to New York. They are capable of passing vessels larger than the Champlain and Erie canals can at present admit. Their total cost to June 30, 1867, was \$766,250.

Besides these various canals, large sums of money have been expended at various times by the Provincial Government to improve the navigation of the St. Lawrence and its tributaries. Chief among these is