

Societies, and other similar series, such as are seldom met with in this country in private hands, be first provided, and that no expense be at present incurred in forming a Miscellaneous Library.

This Council would also recommend that application be made to Government for copies of all public documents printed by authority of Parliament, on the subject of Engineering, Architecture, Railways, Statistics, Prison Discipline, &c.

The Council have to report that they have entered into a correspondence with the Toronto Athenæum, with a view to an amalgamation of the two Societies, on terms expressed in a document to be presently laid before the meeting.

The Council have also gratefully to acknowledge the receipt of a considerable number of donations to the Institute, comprising a few books, geological reports, and meteorological observations, various mineralogical and geological specimens, some interesting Indian remains, several valuable maps, and models of the Toronto Harbour and of a locomotive.

The experience of the past year has shown, as must naturally be the case with all young societies, that the By-Laws and Regulations as at first framed, require more or less modifications. Some propositions relating to changes in the terms of subscription, and other desirable alterations will presently be brought before the meeting.

In concluding this Report, and retiring from Office, your Council cannot refrain from congratulating the Institute on the hopeful prospects that lie before it. The large and continually increasing list of members, the reasonable expectations of an assured and sufficient income, the probable incorporation with us of other societies, the establishment and successful issue of a Journal which bids fair to become the recognized organ of scientific intelligence throughout the Canadas; all these facts encourage the belief that the Society, though yet in its infancy, will soon extend its influence and usefulness to every part of the Province, and will ultimately take rank worthily among the great national societies of the world. But in order to realize this expectation, your Council would beg to urge upon the members individually, the necessity of personal exertion, each in his own department; not only in promoting the formation of a Museum and Library, but more especially with reference to papers to be read before the Society, and the discussions that may ensue thereon. The opportunity of publication now afforded by the Canadian Journal, while it offers additional inducement for the preparation of such papers, at the same time calls for judicious selection of subjects, and increased zeal in their investigation.

Subjoined will be found a statement showing the present condition of the financial affairs of the Institute.

BALANCE SHEET, showing the Financial state of the Institute.

				£	s.	d.					£	s.	d.	
Dec'br. 1.	To outstanding acc't per Voucher, No. 15			3	9	11	Dec'br. 1.	By Balance in Treasurer's hands as per his account current			37	10	0	
"	do. do. do. " 16			8	0	5	"	Amount of uncollected subscriptions per statement No. 9			36	15	0	
"	do. do. do. " 17			53	8	5	"	Amount of Agricultural Association's subscription to Journal			30	0	0	
"	do. do. do. " 18			1	15	0	"	Parliamentary Grant now due to Institute			250	0	0	
"	do. do. do. " 19			12	5	0	"	Amount due for unpaid subscription to Journal			3	18	9	
"	do. do. do. " 20			7	14	0								
"	Balance in favour of Institute			271	11	0								
				358	3	9					358	3	9	
											By balance brought down	271	11	9

The Canadian Journal.

TORONTO, DECEMBER, 1852.

The Railroads of Canada.

The Legislation of the recent Session of the Provincial Parliament has been remarkable for the number of Charters granted to Railway Incorporations, and for the amendments granted to existing Companies.

The Atlantic and St. Lawrence Railway Act has been amended. This road is now under construction to the Province line, and will there connect with the Railroad to Portland, in Maine, thus connecting the City of Montreal with the Atlantic seaboard by the nearest possible route, and at the same time affording by existing Railroads, or in progress, access to the New England States, and to the Sister Provinces. The length of the St. Lawrence and Atlantic road, from Montreal to the Province

line, will be about 126 miles, of which 95 miles, to Sherbrooke are constructed and in working order, the remaining portion is being pushed forward vigorously, and it is expected it will be completed during the ensuing summer, as well as that part of the line which lies in the State of Maine.

Another Act authorises the Montreal and New York Railroad Company to extend their road, and to acquire the necessary land for such extension. This road connects Montreal (via the Lachine Railroad and Ferry, to Caughnawaga,) with the Ogdensburgh road of New York, and extends southward to Plattsburgh, by it the time of travel between Montreal and the western part of the Province is materially reduced and another channel opened to the business of New York. It has already been opened for travel in connexion with the Ogdensburgh road, but we have no information as to the direction which its extension is to take.

The next, though not precisely a Railway Act, is passed in order to enable the Town of Dundas to grant its security to the