HURON AND ONTARIO SHIP CANAL CO.

WilLST bread in England is at so high a price as to diminish to a serious extent the few comforts of the labouring poor, and several of the continents; states, owing to scanty harvests, are eagerly competing with us in the market for a sufficiency of food supplies, gra n is so abundant in North Western America piles, gra n is so abundant in North-Western America that farmers in that part of the world practice economy by substituting Indian corn, which is grown on the spot, for coal which has to be fetched from a distance, as fuel for their ordinary domestic purposes. On our side of the Atlantic there are millipus of mouths clamouring but elamouring to vain for more tood and on the other side of the Atlantic as thousand mi as say up in the interior food good wholesome substantial food exists to such immense superfluity that to waste it on the hearth is an actual saving. To what cause is the contrast to be accided? How is it that the grant of the west full as it is to bursting is not more available for the wants of the east? The repix but a repetition of the old old story. The means of transport are as yet so circuitous so inconve tent, a insulicient and therefore so cosity that it is found in practicable to set the corn coil ched at Chicago and Milwaukee down at Liverpool or Loudon at a sufficiently large quartity to satisfy the need of our hungry population. Through already existing crannics grain may be said to trickle into England, and the problem which waits to be practically solved is how and by what channel it can be made to pour in a continu us and copious stream. Water carriage from Chicago to Liverpool supposing it to be at once direct and adequate would about danily satisfy all the necessary conditions of transit which the case requires. Water carriage, it is true already does something—but both in time in distance and in capacity the present provision fails lamentably short of the want. The desideratum is canal accommodation that shall link together all the facilities and the communication the market of Chicago with that of Liverpool or London? that farmers to that part of the world practise econo-

nature has given so that ships of heavy burden shall, without the necessity of breaking butk make a single passage from the far west to the east within a reason nobe time. Is it really casable thus to outle by a single line of communication the market of Chicago with that of Liverpool or I ondon?

We are happy in being able to give a satisfactory answer to this inquiry. The Legislature of Canada has passed an act authorising the construction of a ship canal between Lakes Huron and Ontario, a distance we believe, of little more than sixty miles. This work, commencing at the Georgian Bay, utilising Lake Simcoe, and having its outlet in Lake Ontario, is intended to be of sufficient capacity to admit of the easy passage between lake and lake of 1,200-ton steam propellers, and will thus bring the two extremilies of the line within 12 or 14 days' distance. The engineering difficulties are not very formidable at any rate they present no obstacle which science and saili may not readily overcome. Indeed so great are the advantages promised by this scheme that half the capital required to reduce it from a project to a fact has been provisionally subscribed for already in the I nited States. It is estimated that the entire outlay required will be about £8,00,000.

The special tacilities it will offer to commerce are the following—I will shorten the distance between Chicago and New York 375 miles, and between Chicago and New York 375 miles, and between Chicago and New York 375 miles, and between Chicago and petates as on the direct route to Liverpoe—not less than 425 miles, and it will abridge the interval between these places respectively even more in point or time—because, being far more recet as a line of transit, it will obviate all necessity tora transhipment of goods. It will thus diminish the cost of freight from 25 to 50 per cent. It is hardly requisite that we should point of the general features of the American district which the Huron and Untario Canadal millowers. The bristory topographical and commercial of Ch

there along the tanadian thores of Lake Superior Of course, it is not our business to set forth the mine tary advantages or possible disadvantages of a great national project of this kind. We take no other in the terest in the outerprise than such as may be truly characterised as patriotic and cosmopolitan, nor, even if word, should we venture to display that interest to our rinders. But it is fitting that we should give as much completeness as the case will admit of to the information we have ventured to lay before them. We may as well add, therefore, that Mir. Frederic U. Campion of to too is in this country with a view to promote the undertaking, that he has with him all the preliminary survers and plans. that they have received the approval of the most eminent among British engines, and that Mir. Capteon's reputation for judyment, and enter the most eminent among British engines a, and that Mir. Capteon's reputation for judyment, and enter the most eminent among British engines a, and that Mir. Capteon's reputation for judyment, and enter the stimulation of the capal profits, it is estimated, will yield sav in per cent on the capital invested but over and above these it is anticipated of at the Previncial Legisland of the manal, which, like a similar grant made to the Hillinots. Con rail had away (company, will offer great additional aivannages to such as unite in the undertaking. We wish to profest entire success. It seems worthy of it and -long in the capital of one thing we are contracted of importance to those of any engineering foat of molern times. London Nouconfernist.

THE PROPOSED SHERDROOKE COTTON FACTORY.

SHERDROOKE, 10th February, 1963.

- Esq., Montreal.

DEAR SIR According to promise, I have the pleasure to lay before you what I consider some of the advantages enjoyed by this town as a site for a cotton

pleasure to lay before you what I consider some of the advantages onjoyed by this town as a site for a cotton factory

Before, however, entering upon the question in detail let me call your attention to the fact that all similar undertakings on this continent have been started in the country, and not in the large eities—these latter being the trade centres and not in thems-tyre seats of manufactores, siding largely fand indeed in the case of Boston and Now England almost exclusively; in the building up of country towns where water-power is available. L well, Lawrence, alanchester, Great Falls, Lowiston, &c., &c. derive all their importance from Boston capital and in their ture contribute main, to the growth and maintenance of the mether city if I may so call it. This proof of the value of water power for manufactures were even their establishment in remote places demanded a heavy outlay of capital for the building and maintaining of boarding houses for operatives ought not to be lost sight of in the consideration of the quetton as to the bestavailable site for a cotton factory at the present time in Lanada.

To one so thoroughly conversant with the details of the subject as you are. I need only refer to the immense same expended in the building of the dams across the Morrimac and Androso eggin fivers, as well as for the causis which render the power available to prove that if steam powe. Could fairly have entered into competition with water power and that a great randing me. I search the new season to of utilizing their rivers instead of depending on steam for the necessary p-wer.

I now proceed to mention some of the facilities offered by this town
In the dirst place the Town Council will relieve the Milli from taxuion for a cortain number of years, or what is equivalent to it, will place so low a valuation on the property as to be of no consideration practicilly. They have done this in the case of the new Woollon Mill of A. Paton & Co., and that precedent me to with no opposition in the town. Secondly, the la

Angus a Logan stood The dam is already built and even the built-head, and the expense of forming the connection to obtain the water supply would be trifling

The power is never failing, and is at the same time not liable to the disadvantage of high water, so common in the large rivers in the States, and in most of our Canadian rivers. If reference be required as to the power, I am sure Messrs. Angus & Logan, will bear willing festimony in its favor.

Building materials are to be had in abundance at a low rate in this town. Timber costs from \$7 to \$8 per 1,000 feet inch board measure, sawn into dimensions there being a mi! to the town capable of sawing sticks upwards of \$60 feet long if de-ired. Waste in thaber is thus prevented. Bricks are also made within the town, of excellent quality, very hard and durable, and can be contracted to be laid in the wall at \$7 per thousand. (The above prices were paid for the building of the new woollen mitts of A Paton & Co. recently erected.) Good rough rubble stone for toundations can be had at the quarries within the town limits, and it a superior stone be required the boundary time granite can be had its cheap rate, the cost of freight not being very heavy, owing to its being down grade almost the entire distance to Sherbrooke. If slate be desired for roofing it can be had of the most superior quality at the Melbourne quarries, within 24 miles of Sherbrooke, and perhaps at a quarry, recently opened within six miles of the town, where the samples are said to be excellent. As to labour, Sherbrookeas you, I dare say know, its already a town of nearly 4000 inhabitants and possesses two woollen mills, a paper mill, and several other manufacturing establishments. A cotton mills therefore will not have to build up its own market for labour not pour in, as is alway, the case when the demand is known to be large and steady. In consequence of the size of the town, there will be no necessity of the erection of boarding houses for operatives. Again the Eastern Townships possesses, per

pensive provision of that nature in connection with the mill.

You are, of course, aware that Sherbrooke is the principal way station of the Grand Trunk Railway between Stoutens and Porland, and the raw cotton may either be brought from St Louis by the great takes and then by rail, or may be purchased on the Atlantic sea-board, and brought from Portland by rail. Both plans are adopted for the supply of the cotton mills in the State of Manne, at Lewison, Biddelord, &c., the relative advantage of route being governed by the price of cotton on the Mississippi, or on the Atlantic coest.

price of cotton on the Mississippi, or on the Atlantic const.

I may here mention that the question of freight is an important one for the Grand Trunk Italiway, I am assured that every facility will be given to aid the enterprise if cetablished here. You are aware that the great bulk of the Grand Trunk freight is eastward, and it is a matter of great importance to them that their return cars from Portland should be filled. The raw cotton, purchased on the Atlantic coast, shipped to Port and, unloaded at the Grand Trunk where and carried tog Sherbrooke, would be to them a most desirable by a of business, and then the carriage to Montreal of the manufactured goods, is also in the light of return freight. I have no doubt air Brydges would be found to take a most favorable view of this extension of the railway butiness, added to which it is by the lucreased business of the towns along the line that the railway company must look for an increased return to themselves.

company must look for an increased return to themselves.

I suppose the great bulk of the manufactured good would go into Mentreat for distribution, but it must not be lost sight of that the Eastern Town-hips would themselvee consume a large amount if. (as I presume would be the case), the cieft would resemble the best of the American goods in its manufacture. The people of the Townships know well the value of American goods of this nature, and I am assured by merchants of long standing, that they can soil twenty yards of American cloth to one of English, even at a higher price than the English goods will command. With these few statements I leave the matter in your hands, believing that in chespness of land and power-permanence of power-security from excess of water in trushets, cheapness of building materials, economy in fuel, abundance of labor freedom from taxalion and other advantages, the position of this town gives it the pre-eminence as a site for the establishment of a cootton mill. cotton mill.

(Signed.)

1 remain may dear sir.
Very faithfully yours.
R. W HENEKER.

NARROW GAUGE RAILWAYS.

STATEMENT OF MR. G. L. REID, C E.

AVE had twenty one years experience in railway construction: sixteen years in this country as

If AVE had twenty one years experience in railway construction: sixteen years in this country as chief engineer of the Great Western Railway, and ten yoars of these sixteen as engineer of the Detroit and Milwarkee Railway in Michigan. The latter is of a gauge 4ft. 6in.

Was employed as engineer in converting soversi light narrow-gauge mineral railways in Scotland, in the general English gauge in 1843 and 1849, so as to enable them to connect with the general railway system of the country

I have gone carefully into the whole question of the system of the country

I have gone carefully into the whole question of the gauges, and I find that the difference jassuming 60lb rails for the broad-gauge and 40lb rails for the narrow-gauge in first cost. The only saving is in a paralle logram of two feet in width in the middle of each cutting and embankment, and a contraction of twe test in length of culverts and of width of bridges and also a reduction of weight of rails, length of sleepers and width of ballast. But in all other respects the two gauges are the same viz. in width ditches, drainage works, right of way and clearing teneing and road-crossings, station buildings, a justiorms, wood-sheds and water-tanks, turn-tables and engine sheds, and all general expenses. The track of the 5th, 6m gauge is, as I have said lighter than the broad gauge, and consequently a smaller and lighter class of rolling must be used otherwise the rails would very soon be destroyed; but this lighter rolling stock is not cheaper than that ream business I have carefully be timated the amount of this difference, and I find that the excess meanum this difference, and I find that the excess meanum of the same business on the broad-gauge system. The actual cost of working the traffic where it is of a moderately large amount—such as that of the Northern railway or of the waltand Guelph railway, will be about to por cent. cheaper on the broad gauge than on the narrow system.

por cent. cheaper on the broad gauge than on the narrow system.

A train of loaded freight cars on the 5st. Sin gauge consists, on a level road. of twenty five loaded cars, holding ten tona each 220 tons, or on a rainvaphaving gradients of sixty feet per mile the load is lifteen cars of ten tons load—150 tons, whereas the load on a 5st. Sin gauge, having the same gradients is according to the statements of the advocates of that system, only ten cars of seven tons load—seventy tons in all, or less than one-half the capacity of the broad vance.

in all, or less than one-half the capacity of the broad gauge.

The narrow gauge engines weigh from sixteen to twenty tons as compared with those of twenty-neet to thirty-five tons on the broad gauge. If Ar. Fox pled s' (as he says has been d' ne in Queensland, a thirty-five ton engine on a narrow gauge railway, with a track of 401b rails, the rails will be crushed to pleces in a few months. Capit Tyler has recommended rails of 701bs, per yard for the Grand Trunk italiway for engines of only thirty tons weight, whilst on the other-hand, if he distributes the load over a large number of small where there were not so is the number of small wheel's (twelve wheels to as to limit