

be seen that although there have been harder winters in every respect than those which came within the limits of 1868, yet, that the average of the past year is considerably greater than that of the last 25 years. It will also be remarked that the number of days in 1868 in which snow fell is 82—only five short of the year 1859, which is the heaviest on record.

SNOW.

	1868.	Ave of 25 yrs.	Extremes.	
Total depth in year in inches.....	78.7	64.8	110.5 in '67	38.4 in '51
Number of days which snow fell.....	82	60	87 in 1859	33 in 1848
Month in which greatest depth snow fell.....	Feb.	Feb.	Feb., 1846	Dec., 1851
Greatest depth of snow in one month.....	32.8	17.8	46.1	10.7
Month which the days of snow most frequent.....	Jan.	Jan.	Dec., 1859	Feb. 1848
Greatest number days of snow in one month.....	21	13	23	8
Days in which greatest amount of snow fell.....	Feb 24		Feb. 5, '63	Jan. 10, '57
Greatest fall snow in one day.....	12.0	8.7	16.0	5.5

4. THE LATE SNOW FALL AND ITS EFFECTS.

We are now approaching the end of one of the most extraordinary winters that Canada has ever seen. It has been remarkable, first, for the almost entire absence of severe cold, and secondly, for the unprecedented quantity of snow which has fallen. Of course the people of Canada are pretty well inured to snow storms; a fall of snow which in England would be considered something wonderful, and would serve to put an end to all travel for the time being, would here be regarded as a mere nothing, and would not materially affect our great lines of railway. But for such storms as we have had during the past few weeks, such huge mountains of snow piled up in our streets, for these we certainly were not prepared. The average snow-fall in Canada during the past twenty years was 79.50 inches; in 1861, which was noted for its unusual snow-fall, it amounted to 99.58 inches; while this winter, between the 17th of October, 1868, and the 23rd instant, the total snow-fall was 165.86 inches, or more than double that of 1867-8. It is somewhat remarkable that while in the Province of Quebec an unusual quantity of snow has fallen, in the neighbouring Province of Ontario there has been, comparatively speaking, scarcely any. The storms seem to have swept across the counties of Carleton, Dundas and Stormont, to have raged with violence in Vandreuil, then crossing the St. Lawrence to have passed across the open country towards Sherbrooke. People who have not left the city during the winter have but a faint conception of the depth of the snow-fall in the country. They know, indeed, that it has been unprecedented within their memories. In many instances the snow has been piled up to the height of 20 or 25 feet, and in the course of a few hours trains have been brought to a stand-still in consequence, locomotives and snow-ploughs have had to be procured from distant stations, and after a passage had been partially forced through, gangs of men, in some instances consisting of several hundreds, had to be employed and kept at work for hours before a train could move. All this time, it must be remembered, that the snow had been continually falling, not in thin showers and small particles as in England, but in dense flakes, while the wind has drifted it in some places to so great a height as to be level with the tops of the station houses! But it is not alone with snow-banks that the railway officials have had to wage unceasing war; in some cases ice and snow together have become packed and frozen hard upon the track, so that no snow-plough could be used, and a way had to be cut with iron shovels. Then, from the effects of the severe frosts, the machinery and axles of locomotives have constantly been breaking and getting out of order, and were it not that the management have a very extensive rolling stock at command, and that all persons connected with the line have worked with unflinching zeal and energy, the Grand Trunk Railway must, for the time being, have been closed for traffic altogether. We have been at some pains to ascertain what has been the amount of the actual loss and additional expenditure involved. Of course, the principal item of loss has been the decrease in traffic receipts, consequent upon the interruption of travel. The receipts during the past two months have probably been at least \$250,000 less than they would have been had these terrible snow-storms not occurred! The additional expenditure in the Engineer's department, for extra labour, etc., alone, we may safely set down at \$15,000. The loss incurred in the

traffic departments of the Eastern and Western divisions, taken together, will not be less than \$30,000, while \$15,000 will scarcely cover the expense attendant upon clearing the track, thousands of extra hands having necessarily been employed for this purpose. Here, then, we have a total loss of \$310,000, which may be fairly attributed to the late great snow-storms.—*Montreal Daily News*.

5. THE STORM AND THE TRAINS.

Upon referring to the records of the Toronto Observatory, we find that up to the end of February of this year, more snow has fallen than during any winter in the present decade, notwithstanding that a great storm in February, 1868, cut us off from mail communication with Montreal for several consecutive days. Although no long interruption to railway traffic has occurred this winter, through the blocking up of the roads by snow, the Grand Trunk has suffered largely from the many small delays to which trains have been subjected, especially on the eastern section of the road. The Great Western and Northern Railways have met with but little inconvenience in this respect. On Tuesday we had a day of almost vernal beauty, and many persons began to look forward to an early opening of the season. They soon, however, found these hopes dispelled, when upon rising from their slumbers yesterday morning, they found one of the most severe storms of the season in progress. All day and until late at night the snow continued to come down thick and fast, while old Boreas added his cold breath to the general discomfort of those few persons whose business required their appearance in the streets. The stores were almost entirely deserted of customers, and the bustle usually attendant upon the arrival at and departure of guests from the various hotels was lacking in consequence of nearly all the trains being delayed. The train from Montreal, due here at one o'clock yesterday morning, arrived about eight a.m., but none has arrived since, so completely is the road blocked up. In some places east of this city the snow is from 10 to 20 feet deep. A train left Montreal yesterday morning, but had not proceeded far when it came to a complete standstill. Under these circumstances, the train which usually leaves here for the east at 5:20 p.m., was not dispatched last evening. The train on the western portion of the Grand Trunk was also some hours late yesterday; and even the Great Western, due here at about four o'clock in the evening, was nearly eight hours late. This was, however, partly owing to an accident which occurred near Princeton on the previous day.

VIII. Educational Intelligence.

—SCHOOL CONVENTIONS EAST—SUMMARY STATEMENT BY THE REV. DR. RYERSON OF THE PROCEEDINGS OF COUNTY SCHOOL CONVENTIONS EAST OF TORONTO.—All the counties were reached, and meetings held in them, except the United Counties of Prescott and Russell, of which L'Orignal is the county town. The state of the roads prevented me from getting to L'Orignal; and two days before the appointed day of the Convention, I telegraphed there the impossibility of reaching it. The state of the roads also prevented me from reaching Perth and Renfrew on the days first appointed; but I appointed other days. Held a large convention in the county of Lanark, at Perth, but the notice was not sufficiently circulated, to enable me to hold a public meeting in the village of Renfrew; but in place of it, I held one, which was largely attended, in the village of Arnprior.

The proposed Grammar School Bill, with the additions stated in my previous communication, was universally approved. I shall, therefore, not refer to it again, but confine my statement to what relates to the proposed Common School Bill.

The Conventions at Port Hope, Peterborough, Napanee and Alexandria, by the vote of a majority, desired Local Superintendents to be appointed and paid, as now, by the Municipal Councils. The majority at the meetings held in Napanee and Alexandria desired Township Superintendents—the gentlemen filling these offices strongly contending for it, as they did at several other meetings, though several Townships Superintendents, at various meetings, advocated County Superintendents in their place. The majority at all the other County Conventions voted for County Superintendents, qualified, appointed and paid, as recommended by the Legislative Assembly.

The majority present at the Conventions held in Picton, Napanee,