

ones of a greatly improved construction; and the Board have every reason to be satisfied with the general efficient condition of the plant and rolling-stock. Future prospects from the improved condition of the Dominion are encouraging, and from the recent abundant harvest an increased traffic for the current half-year may reasonably be looked for. It is satisfactory to learn from later advices, that the increased rates the deputation advocated when in Canada, have to some extent been carried into effect. The gross earnings of the Detroit and Milwaukee railroad for the half year ending June 30th, 1868, were £153,204 14s. 5d., and the working expenses, including taxes and insurance, amounted to £98,150 2s., leaving a net revenue of £55,054 12s. 5d. It is satisfactory to be able to state that in consequence of arrangements made by the deputation of the Board to relieve the finances of the Detroit and Milwaukee Company if its increasing prosperity does not meet with any unforeseen reverses, there is every reason to expect the Company will be able, at an early period, to commence liquidating the claims for interest so long overdue to this Company. Mr. Thomas C. Street, M.P., having resigned his seat at the Canadian Board, the Honorable John Carling, M.P., has been nominated to fill up the vacancy.

Signed on behalf of the Board of Directors,
THOMAS DAKIN, President.
London, October 5, 1868.

The following is the New Board of Directors:—President, Alderman Dakin, London; Thomas Faulconer, London; John Fildes, M.P., Manchester; Francis Head, London; Alex. Hoyes, Southampton; Charles Hunt, London, Canada; Donald MacInnes, Hamilton, Canada; Hon. Wm. McMaster, Senator, Toronto, Canada; Paul Margetson, George Smith, London; Hon. John Carling, M.P., London, Canada.

BUFFALO AND LAKE HURON RAILWAY.

The report of the Directors states that it would be seen from the Grand Trunk report that the gross revenue for the half-year, ending the 30th June last, was £646,797; the ordinary working expenses, £426,477; the renewals of permanent way, £36,020; and the loss by fires, £4,110—leaving a net available balance of £180,190. From this was deducted £31,383 transferred from suspense account, £10,807 for Montreal and Champlain proportion, £18,882 loss on American currency—leaving a balance of £119,118 divisible between the two companies, in the proportion of 84 per cent. to the Grand Trunk Company, and 15 per cent. to the Buffalo and Lake Huron Company; thus making the latter Company's share £18,456, and not £22,045 as published in the Grand Trunk report. In partial explanation of this discrepancy the directors referred to their previous report, in which the proprietors would see that the amount due to the Buffalo Company for the half-year ending the 31st of December, 1867, was £18,429, although the Trunk Company only made the amount £12,284. This was done by dealing with the £31,281, then carried to the debit of suspense account. The amount really due for the half-year ending December, 1867, was £18,429, and for June, 1868, £18,456, making £36,885. The Grand Trunk Company make the figures at £34,329. Of this amount the Directors of the Buffalo Company regretted that they had not received any portion. On comparing the Trunk revenue with the corresponding period last year it had increased by £37,676, the ordinary working expenses had decreased £3,315, and the sum expended on renewals of permanent way was £18,953, less £6,164 charged to the Sarnia and Toronto fires—£66,108, deducting from the suspense account the £31,383, leaving the actual gain on the previous half-year £34,725. In the Trunk report was the following paragraph:—“Every effort that the directors had made to bring

about an amicable settlement of the differences of account with the Buffalo Company had hitherto failed. The Buffalo Board would neither agree upon nor allow an impartial officer of the Board of Trade to settle a deed of arbitration. Recent further negotiations through Messrs. Creak and Ritter had ended in nothing, as while the President of the Company signed a memorandum of settlement of all matters, as Mr. Creak suggested, the representatives of the Buffalo Company had refused to do the same.” On this statement the Board would only remark that the chairman did certainly refuse to sign a document put before him by Mr. Creak, having the signature of Sir E. Watkin, because it was drawn up in a loose and inexact manner, leaving blank spaces for amounts to be afterwards settled, and still proposing to refer most points to arbitration. There was also introduced a fresh claim which until that moment had never been heard of. This also was to go to the arbitrators. To evince, however, the desire for peace, Mr. Heseltine, while refusing to sign Sir E. Watkin's paper, put into Mr. Creak's possession a carefully drawn up memorandum based upon the verbal recommendations of Messrs. Creak and Ritter, which paper left nothing open, no point unsettled, but disposed of all subjects in dispute without arbitration. The directors had heard nothing more of this paper. It stated that Sir E. Watkin had lost no opportunity of impressing upon his shareholders the small value to them of the Buffalo line, urging an alteration of the lease. The Board uniformly replied that they would be surprised, indeed, if the line did pay, seeing the manner in which the traffic was conducted. Loud complaints were made all along the line of the want of accommodation. The directors were ready, however, as soon as the Grand Trunk Company would fairly carry out the present agreement, and pay, or make arrangements for paying, the balance due to this company, to discuss terms for an alteration in the lease. They did not intend, however, to be coerced into any fresh agreement by Sir E. Watkin withholding the balance due. Although prepared to discuss terms for an alteration of the lease, the Board would prefer to entertain the question of cancelling it entirely. The directors had no hesitation in saying the value of the property was worth all and more than the Grand Trunk Company had given for it, and if the line were in other hands, and the power over its contributories of local traffic and “through” United States traffic were cut off from the Grand Trunk system, their loss would be much more than this company's present share of joint revenue. In conclusion, the directors regretted their inability to make any payment to the bondholders. The Board hoped that before long they might have to deal with some other gentleman rather than Sir E. Watkin in the settlement of these disputes.

ORANGEVILLE TRAMWAY CO.—The Orangeville *Sun* says the Tramway Directors have decided to leave their claims against the Corporation of Orangeville in abeyance and unite in an effort to secure the early construction of the Toronto, Grey and Bruce Railway. If the latter road is built to Orangeville within two years, the tramway claims will be altogether abandoned; the shareholders receiving a bond of indemnity for their paid-up stock. The agreement will be submitted for ratification to a special meeting of the tramway shareholders to be held on Thursday next. There is no doubt but the agreement will be ratified, and the only obstacle to the Orangeville grant of \$15,000 to the Toronto, Grey and Bruce Railway thereby removed.

It is announced that the Government of Ontario has appointed Hon. George W. Allan to be a trustee of the subsidies voted by the municipalities in aid of the Toronto and Nipissing Railway, and that A. W. Lauder, Esq., M.P.P. for South Grey, has been appointed trustee of the subsidies voted in aid of the Toronto Grey and Bruce Railway.

NORTHERN RAILWAY.—Traffic Receipt for week ending Oct. 24, 1868.

Passengers	\$3,074 01
Freight	8,245 22
Mails and Sundries	229 30

Total Receipts for week	\$11,548 53
Corresponding week 1867	14,941 02

Decrease	\$3,392 49
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Total traffic from 1 Jan. '68	\$188,913 06
Corresponding period '67	211,977 54

Decrease	\$23,064 50
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GREAT WESTERN RAILWAY.—Traffic for week ending Oct. 16, 1868.

Passengers	\$35,478 11
Freight and live stock	52,121 20
Mails and sundries	2,574 74

Total	\$90,174 05
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Corresponding Week of '67	\$9,676 53
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Increase	\$497 50
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NEW ROUTES.—A convention was recently held at Norfolk Va. to take such steps as would divert a portion of the trade of the West to that port. It is proposed to build a line of railway from Norfolk to connect that city with the fertile valleys of the Ohio and Mississippi. The distance from Norfolk to Louisville is 361 miles less than from the latter city to New York; to Cincinnati 237 miles less, and to Cairo 400 miles less. In connection with this scheme it is proposed to establish a line of steamers between Norfolk and Liverpool.

CUTTING IN RAILWAY FREIGHTS.—A railroad war is now in progress between the three great trunk lines from New York to the West. From the immense amount of wealth and capital represented by each, the contest is likely to be a severe one. The war which has been carried on for some time between the New York Central and the Erie has at last extended to the Pennsylvania Central, and now all three lines are competing for the patronage of the public by cutting down rates. It is stated that the Erie takes all classes of freight to and from Chicago and New York, by rail the entire distance, for 40c per 100 lbs., or \$8 per ton, whereas the previous rate for first-class freight was \$1.88, for second class \$1.60, for third class \$1.27, and for fourth class 82 cents. The reduction in freights on the New York Central is great, and the Pennsylvania Central has been in like manner compelled to cut down its tariff.—*Chicago Journal of Commerce.*

INSOLVENTS.—The following Insolvents were gazetted on Saturday last:—Wm. Mayo, London; Jonas Pelletier & Co., Montreal; Lewis Kreiger Dimot, Jas. O'Mealy, John G. Zimmerman, North Gower; Wm. M. Westmacott, Toronto; Robt. E. Walstron, Murray; Peter Curran, St. Catharines; Jas. Mosure, Abel Williams, Goderich; J. Brem and, Montreal; Thomas Allison, of the firm of Jas. P. Butler & Co., of the Village of Oshawa; Isaac F. Davis, Coaticook; Donald McKee, Eldon township; Corneilus O'Donn, Picton; Henry Roots, London; Richard Downs, Lewis; Wm. Watson, Galt; Wm. Holden & Co., Montreal; Samuel Henry, Newcastle; John Ferguson, Prescott.

—The ramie plant, whose fibre is described as a sort of cross between cotton and linen, is now being harvested in the Southern States. It gives great satisfaction to the planters, and it may now be set down as an important substitute for cotton, and one that will take gradual preference among the cotton planters.