

The next line in order of seniority is the "Montreal and New York Railroad," comprising:—

Firstly, The Lachine Division, extending from Montreal to Lachine, a distance of eight miles.

It was commenced in 1846 and opened for traffic in 1847. A prominent feature in this road is the steam ferry between Lachine and Caughnawaga, running directly across the St. Lawrence a distance of about $\frac{3}{4}$ of a mile, but which is increased by the course of navigation to nearly two miles.

And *Secondly*,—The Caughnawaga Division, extending from Caughnawaga to the Province Line, a distance of 29 miles. This portion was commenced in 1851 and opened for traffic in 1852.

The total length of the Montreal and New York R.R., (including the ferry of say two miles) is 39 miles, and its cost, including superstructure, locomotives, cars, buildings, steamers, wharves, ferry slips, extra land, and general equipment, was £238,229. 2s. 9d. currency, or \$952,916.55c.

THE LIFE OF A GOLD SOVEREIGN.

WHATEVER may be said of the uncertainty of "the head that wears a crown," the Deputy-Master of the English Mint estimates the average life of a gold sovereign at eighteen years; that is about the length of time in which this coin loses three quarters of a grain in weight, when it ceases to be legal tender. It is said that of the one hundred millions sterling of England's gold coinage, forty per cent is in this condition. The Bank of England sends yearly a million to the mint to be recoinced; and the Deputy-Master urges the recoincing of all the gold coins of light weight, an operation which would require about four years. The last calling in of the gold coin was in 1842.