

Railway News.

GREAT WESTERN RAILWAY.—Traffic for week ending July 16th 1869.

Passengers	28,526	86
Freight	30,564	03
Mails and Sundries	1,967	23

Total Receipts for week	\$61,059	12
Corresponding week, 1868	56,103	73

Increase

PASSUMPSIC RAILWAY.—The net earnings for the year ending May 31st, 1869, exceeded any previous year by \$8,500. Some 13,000 more tons of freight and 5,000 more passengers were transported than last year.—Newport Station, which gets most of the Canadian freight, showed 1,313 more tons than any other station, and St. Johnsbury the largest number of passengers. The rolling stock, building and road bed have been added to and improved during the year and all reported in good condition. No fatal accidents have occurred during the year. Two dividends of 3 per cent. have been paid amounting to \$129,691 50. The bonded debt was reduced by the sum of \$53,800 and notes payable \$99,000 leaving outstanding in bonds and notes \$795,000, which does not mature until 1876. In regard to Northern extension, the Directors say:

The necessity of a northern connection has been considered of vital importance to this corporation, and in accordance with a resolution passed at the annual meeting of the stockholders, July 31, 1867, the directors have entered into a contract with the Massawippi Valley Railway Company to lease, when completed, their road, connecting ours with the Grand Trunk at Lennoxville, Province of Quebec, for the term of 999 years, on terms satisfactory to both corporations. The Massawippi Valley Railway is now under contract to be completed, ready for use, July 1, 1870. A large force is now employed in grading and bridging. The iron is all purchased, and some 1,800 tons delivered.

ILLINOIS CENTRAL RAILWAY.—The following is the report of the Illinois Central Railroad Company for the month of June, 1869:

Land Department.

Acres construction lands sold	5,157.51	for	\$30,296.34
Acres interest fund lands sold	79.32	for	820.10
Acres free lands sold	1,009.52	for	14,172.76

Total sales during the month of June, 1869	6,246.35	for	\$65,289.20
To which add town lot sales			435.00

Total of all

Cash collected in June	\$187,351.18
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Traffic Department.

Receipts from freight	\$390,796.00
Receipts from passengers	134,800.85
Receipts from mails	6,358.33
Receipts from rent of road	4,000.00
Receipts from other sources	80,000.00

Total receipts in month of June, 1869	\$615,955.18
Total receipts in month of June, 1868	543,018.60

Estimated earnings in the month of June, on the D. & S. C. R. R., not included above	\$124,993.80
Corresponding month of 1868	83,271.38

PETERBORO' AND HALIBURTON RAILWAY.—The Peterboro' Review says that an appeal to the new townships on the Bobcaygeon road for aid to this enterprise has been so far encouraging. Four of the councils applied to have already passed by-laws through the first and second readings, in order that they may at once be submitted to the

vote of the ratepayers. The proposed bonuses are as follows: Dysart, &c., \$25,000; Minden, \$6,500; Snowden, \$3,500; Lutterworth, Anson, &c., \$4,000; total, \$39,000. Besides these, the meetings in Stanhope and Harvey, each unanimously requested their councils to submit by-laws for in Stanhope, \$1,000; Harvey, \$10,000; making in all a total of \$50,000.

—Mr. Hurburt, builder of the Clifton wooden railway, N. Y., has been awarded the contract for the Quebec & Gosford Railway.

—The principal Prussian railway companies are about to raise a loan on joint account of 100 million thalers for the construction of new lines.

—The stock sheet of the Levis and Kennebec Railway, is being fast filled up, and the commencement of operations is looked forward to at an early date. An English company have offered to build the road for half in cash, and half in stock. The town of Levis will subscribe \$50,000.

CHANGE OF GAUGE.

Thirteen hundred and fifty men were arranged along the three hundred and nine miles of the Missouri Pacific Road, on Saturday last, with orders to change the gauge from 5 feet 6 inches to 4 feet 9 inches, during the interval of rest afforded to the regular traffic on the road by the occurrence of Sunday. The change was effected in sixteen hours, and on Monday morning the new rolling stock passed over the road as usual. This shows what the modern organization of railway labor can do on an emergency. Had the change been from 5 feet 8½ inches or 5 feet 10 inches to 5 feet 9 inches this celerity would have been impossible. But the old spike holes were so far off from the new ones as not to interfere. As soon as the bridge at St. Louis is completed the same cars can pass from Philadelphia to the western borders of Kansas, and, in a few months more, to Denver City. The change of gauge from 4 feet 8½ inches to 4 feet 9 inches, and from 4 feet 10 inches to 4 feet 9 inches, is taking place on many roads to suit the so-called compromise wheels. The gauge of 4 feet 9 inches will probably become universal. It is a great pity that President Lincoln did not decide for 5 feet when he fixed the gauge of the Union Pacific, for it was understood by railroad men that the gauge of that road would determine the future gauge of the whole country. Since writing the above we learn by telegraph that the South Pacific Railway, which runs from St. Louis to the Southwest corner of Missouri, changed its gauge on Thursday to conform with the Missouri Pacific, which runs from St. Louis to Kansas City. The Kansas Pacific, from Kansas City and Leavenworth to the West Kansas line, retains its original gauge of 4 feet 8½ inches.—U. S. R. R. Journal.

—The Simcoe Reformer says a meeting of the Directors of the Norfolk Railway Company was held in this town on the 24th inst. We are not in possession of a report of the proceedings, but understand that arrangements are being made for opening stock books at once. George Laidlaw, Esq., of Toronto, was appointed Secretary of the company. The Directors express themselves as sanguine that the work of building the road will soon be in progress, and rapidly pushed forward to completion. We need not say that we sincerely trust their hopes would be realized.

Insurance.

FIRE RECORD.—Canning, Nova Scotia, July.—The Chronicle says the fire commenced in the store lately occupied by B. & I. Bigelow, and extended east to stores of Charles Dickie and G. E. Eaton & Co., and west to the stores of J. R. Kennedy, Sheffield & Wickwire and M. Reddy, burning in all eight buildings, three of them three stories in height. The loss in buildings is heavy; nearly

covered by insurance. The goods were mostly saved, and mostly insured in the London, Liverpool and Globe and other offices. The fire engine purchased since the last fire, did good service, and saved a general conflagration, J. H. Clark's three-story store had caught fire, which was extinguished by it, and kept the devouring element from crossing the street, as it did in the former fire of July, 1866. There may be other sufferers, but up to the hour of going to press we were unable to learn further particulars.

Fall river Bathurst 16th July.—The saw mill of Playfare & Steadman.

North Eastern Township, July 22.—The barns of Robert McLarty were struck by lightning. Both buildings were totally destroyed, together with all their contents, consisting of a mowing machine, farming implements, buggy, cutter, harness, &c. Mr. McLarty's loss is estimated at about \$3,000, and he was only insured for \$400.

Princeton, Ont., July 22.—The barn belonging to Mr. McCrow, near Princeton, was destroyed, with its contents, by lightning. The property was insured for \$1,000.

INTERNATIONAL LIFE OF LONDON.—The Insurance Times says:—Jay Cooke, Esq., the eminent Banker, has made a proposition to the receiver of this company, to re-insure its risks in the National Life of the United States of America, on a basis of 6 per cent. The terms have been submitted to the Prudential of London, which company assumed the risks of the International, and as there are sufficient funds in the department belonging to the International to re-insure at 6 per cent. the 400 policies still held by Americans in this company, it is to be hoped that Jay Cooke's offer will be accepted.

CAPTAINS vs. UNDERWRITERS.—“An Underwriter” in Halifax, has addressed the following letter to the editor of the Chronicle:—I may say that it has almost become a bye-word with underwriters, “what is to be done to protect our interests?” There is hardly a day but what the loss of some vessel is reported, and in many cases these losses are far from creditable to the masters, as gross carelessness, to say the least, is often the cause. I could give some of the most glaring instances, not only of carelessness, but actual fraud, which have come under my own notice, which should have sent the master to stand watch on the quarter deck of a ship that does not require a compass, but is navigated by a hammer and stone.

A day or two ago three vessels were reported lost on the coast, in one of which cases at least, gross carelessness to the interests of the underwriters was manifested. I allude to the brig Foyle, which got ashore at Bridgeport, and before an agent could be appointed by the underwriters even by telegraph, a notary and the captain had condemned and sold her, while with very little trouble, the purchaser got her afloat in a few hours. Now, I ask underwriters if nothing can be done to bring such a “captain” before them. A man who would abandon a fine vessel under such circumstances, counseled by a notary, who probably can hardly tell an anchor from a cooking stove, should never be allowed to take charge of another. Yet he, like many others before him, equally culpable, will probably take charge of another vessel, and will get insurance effected at as low rates as the best.

Now, were a board of underwriters formed, and a proper agent appointed, who would do his duty, and bring such men to book for every loss, I feel satisfied that the lead would go over the side a little oftener when vessels are standing in for the land in thick weather; and shipmasters might be taught to attend to their own business, instead of running off to the first notary they can find, to fix their papers to stand law. If his certificate were in danger, he would probably attend to running an anchor and chain out, and in many cases save his ship.

It is not an unusual case when a vessel is running off her class, to get her restored again, or