

department was organised in the London office. The number of sub-agencies in connection with it in England, Ireland, and Scotland is rapidly on the increase, and a large amount of information, relating to Canada and the through booking system has been diffused among the emigration classes. Many of the persons who have already travelled with through tickets, purchased previously to their leaving Great Britain, have communicated to their friends at home the excellence of the arrangements for their protection, and the comfort and speed with which they have been conveyed to their destinations. There can be but little doubt that the through system will extend greatly when it becomes better known. Hitherto there has been an impediment to its general adoption on the continent, in consequence of there being, in several States, stringent laws against the system, but there is reason to hope that these will be relaxed, as regards the Grand Trunk Company, when the respective Governments, are made aware, by the reports of their Consuls, and Emigrants themselves, that it is worthy of confidence.

The period for the services of this Chief Engineer having expired, the London directors propose to select a gentleman from this country to act on behalf of the English shareholders in Canada, who having a seat at the Board there, and representing the London directors, will exercise a supervision over the management of the Railway, and co-operate with the directors in Canada, for the promotion of the general welfare of the undertaking.

(Signed) By order of the London Directors,

C. P. RONEY, Secretary.

Offices of the Grand Trunk Railway

Company of Canada,

21, Old Bond Street, London, July 11th, 1857.

New Brunswick and Canada Railway and Land Company.

The first ordinary meeting of the New Brunswick and Canada Railway and Land Company was held in London, on the 30th of June, Sir Henry Muggerridge, alderman, in the chair. The report was satisfactory as to the progress of the works. A number of the shareholders in the late St. Andrew's and Quebec Company, resident in New Brunswick, had applied to have their certificates exchanged for shares in this company. The bill now before parliament to incorporate this company had passed the House of Commons, and as soon as the bill had received the royal assent it was intended to organise a land company. The amount realized from the deposit of £2 a share, viz., £21,498, with the £18,000 due from the provincial government, would be more than sufficient for the first forty miles. Twenty miles further could be completed by the end of the year from St. Andrew's on to Quebec. The accounts shewed—receipts, £23,198, and the expenditure, £14,450 16s, leaving a balance of £8,747 4s. The chairman moved the adoption of the report, which was seconded by Mr. Edwards and agreed to. It was stated that the present cost per mile had been only £2,000, and that the rest might be made equally cheap. In answer to a proprietor, the chairman said they would be likely to make a call of £2 per share in three months time, as it was advisable to complete the line as quickly as possible. After some observations as to the low quotations for the shares in the market, and on other matters, the report was adopted, and a vote of thanks was passed to Sir M. Muggerridge for presiding.