

MONTREAL NORTHERN COLONIZATION RAILWAY.

In our issue of last week we noticed the prospectus of the Montreal and St. Jerome Colonization Railway Company. Since that article was written, we have had placed in our hands a report by Mr. Legge, Chief Engineer of the Montreal Northern Colonization Railway, bearing date the 19th ult. The report leaves little to be desired in respect of practical information concerning the probable cost and anticipated traffic of the proposed line between Montreal and Ottawa city. It defines the Government land grant which, on the average of the whole road, would be 10,000 acres per mile, which, valued at a dollar per acre, is indeed a handsome subsidy when we remember that railways are now a days put in a complete running order for sums averaging from twice to three times that amount. But in addition to this, the Northern Colonization Railway Company anticipate Municipal aid to the extent of one million of dollars from the city of Montreal, and half a million from the Municipalities intervening between this city and Ottawa. Thus it will be seen that the Company would start with a capital equivalent to cash of ten thousand dollars per mile from the Government, and twelve thousand five hundred dollars from the Municipalities; in other words, if the road is constructed on the plan proposed, twenty-two thousand five hundred dollars per mile would be contributed by the public, while the shareholders will acquire a proprietorship in one hundred and twenty miles of railway, which is estimated to cost \$3,000,000, or thirty thousand dollars per mile, at a charge to themselves of nine hundred thousand dollars, or seven thousand five hundred dollars per mile. The naked figures, creating a property to be acquired for twenty-five per cent. of its cost, need some substantial considerations to make them acceptable to the public.

There are, however, many reasons of a public character for supporting the scheme as presented by the Northern Colonization Railway Company. The advantage of direct railway connection with the capital is too obvious to require comment. The commercial advantages to this city from such a road would undoubtedly be very great, even with the present railway connection which Ottawa affords; and in prospect of a Pacific line it can hardly be estimated to what extent the trade of Montreal might be advanced by possessing a direct railway connection with it through the projected Northern railway. But the difficulty is, that while trade derives the direct advantage from such enterprises, property has to pay in great part for their construction and to trust to incidental increase of value for a return. The gain to property is, however, no less certain than to trade, for the value of the former fluctuates according to the condition of the latter, and hence the assumption of a considerable railway debt by the tax-payers of the city might be made advantageous to all classes, if expended in opening a road that would improve the trade of the city, while at the same time promoting the settlement of the country. In the single item of wood alone, the projected railway, when in operation, will accomplish a saving, according to Mr. Legge's estimate, of \$300,000 per annum to the citizens of Montreal. Surely a million of dollars would be well invested for such a return! Even were Mr. Legge's estimate fifty per cent too high—though we verily believe it is rather too low—the city would still have made one of the most profitable investments for the benefit of the tax-payer. Our reasons for believing that Mr. Legge errs on the safe side in his estimate regarding the wood supply are: 1st, That his assumption of the price of wood being doubled to the farmers is not likely to be realized at once. It will not double suddenly, nor for many years. The farmers in the country to be traversed by the railway willingly sell their wood for the bare cost of removing it, because they trust to the land for yielding a profit when the wood is off it. Now, for a generation to come, the same facility for the supply of wood, and the same ambition to get it off the ground will operate nearly as strongly as they do to day, so that competition among the farmers will probably prevent an advance in price of more than fifty per cent, whereas Mr. Legge calculates on an increase of one hundred. The intelligent farmer knows that an acre of land, bearing from thirty to forty cords of merchantable firewood, may be cleared at once with more profit to himself when he can sell the product at even a dollar a cord, which simply pays for the labour, than it can be left idle from year to year waiting for a rise in the value of timber. We mean this under present circumstances; but a day may come when by the exhaustion of the Canadian forests the case would be different. However, as Mr. Legge, without calculating upon the reproduction of a tree crop, has shown that the district to be drained by the Northern road has a full wood supply for Montreal for about two hundred and thirty years to come, there should be no fear on the part of Montreal tax-payers that they cannot recover their million of dollars with such

enormous interest as would tickle the heart of a Jew, long before the exhaustion of the cheap wood supply. The second reason for our belief in the extreme lowness of the estimate which Mr. Legge makes concerning the advantages to be gained by the cheap wood supply is that while he estimates but half the city consumption as coming in by the Northern road, he forgets to take into account the very important fact that the price of the wood brought from all other sources must be regulated by the price of that coming by the railway, so that upon the basis of his own figures we estimate the profit to the citizens to be just twice the amount at which he places it.

There are other points in the report deserving of notice, but space forbids us from enlarging upon them in this issue. Our readers may, however, without disadvantage, reflect upon Sir Allan Macnab's laconic and jocular definition of political faith—*My politics are railways!* If Montreal misses the opportunity now presented of pushing forward these enterprises affecting the development of the Northern and Western portions of this Province, and also connecting with the rail route of the Great North-West and Pacific trades, a mistake will have been made that will not only do a positive injury to the property and trade of Montreal, but will also damage the commercial greatness of the whole Dominion for all time to come.

THE GRAND TRUNK SNOW-SHOE RACES.

We give on pages 113 and 116 two sketches taken during the G. T. R. Snow-Shoe Races, which took place on the 19th inst., on the grounds of the Montreal Lacrosse Club.

The following are the names of the officers under whose auspices the races were run:

PRESIDENT.—C. J. Brydges, Esq.
VICE PRESIDENT.—J. Hickson, Esq.
STEWARDS.—Messrs. E. P. Hammarford, W. S. Spicer, H. Shackell, T. B. Hawson, J. Y. Lloyd, R. Eaton, H. Bailey, F. C. Stratton, J. Taylor, F. H. Brydges.
COMMITTEE.—Messrs. W. Wainwright, H. K. Ritchie, A. J. Reid, F. B. Grey, L. Munroe, S. H. Wallis, Herbert Wallis, F. W. Bradford, Randolph Clark, Robert Steinhouse.
STARTER.—Mr. J. C. James.
R. Wright, Treasurer; T. W. Elliot, Secretary.

The *Gazette* of the 12th inst. gives the following account of the races:

The Annual Snow-shoe Races of the Grand Trunk Railway took place on Saturday on the grounds of the Montreal Lacrosse Club, Sherbrooke Street, and the afternoon being very fine, there was a large attendance of spectators at the grounds, amongst them quite a number of the fair sex.

On the arrival of the judges, C. J. Brydges, Esq., and J. Hickson, Esq., at 2.30 p. m., the proceedings commenced.

The first race on the programme was for two miles, open to all. Keronianwe took the lead at starting, closely followed by Dibeau Thawenrate, which position he held to within a few yards of the finish, when Dibeau made a magnificent rush, and succeeded in making a dead heat, the remaining Indians following at straggling intervals.

The first white man was Foy, who ran a very plucky race throughout, winning the prize for first white man, Farmer coming in a good second.

The judges decided that the dead heat between Keronianwe and Dibeau Thawenrate should be run over a quarter mile, which race Keronianwe won easily in 1 minute and 12 seconds.

No. 2.—Hurdle race over four hurdles, in heats, two in three, open to all; prize, \$8.

This race was well contested, Beckett finally taking the prize.

No. 3.—One mile, open to all white men in the Dominion. Prize, Silver Cup; value, \$40. This proved the best race of the day. Out of ten entries only five came to the post. Newell led round the first lap, when he was passed by Boyle, who maintained the lead up to the last turn home, closely followed by Mudge, who then made a magnificent spurt, proving himself the better man by a few feet, and took the Cup. Time, 5 minutes, 34 seconds.

No. 4.—Boys under 15 years; quarter mile. 1st prize, \$7; 2nd prize, \$3; 3rd prize, \$2. After two or three false starts, the boys got fairly off, Farmer or taking first prize, Auld second, and Scott third. Time, 1.12.

No. 5.—One hundred yards, in heats; prize, \$8. The first heat was won by Beckett, Foy taking the next two heats and the prize.

No. 6.—Quarter mile (open to all) in heats. Prize, Gold Medal. Out of eight entries only six started for this race. First heat was won by Bowls, the second by Roy, the third and last by Bowie, thereby taking the gold medal. We were disappointed that this race was not better contested.

No. 7.—Quarter mile (open only to G. T. R. Volunteers in uniform). 1st prize, \$7; 2nd prize, \$5; 3rd prize, \$2.

This was "the race" of the day, creating much merriment among the spectators. There only being one entry, it was proposed that the members of the G. T. R. Band, who were present, and added much to the enjoyment of the proceedings, by their enlivening strains, should run it without snow-shoes. Some six or eight of the bandmen accordingly started, and it was most "gamely" contested, several of the men coming to grief, creating roars of laughter, and towards the finish, their "wind" having already been sorely tried in their successful efforts to discourse music, many of them after falling down had fairly to be assisted up and regularly pushed up to the goal. May, the best man, justly earned the first prize, Jackson coming in second, and Gremer third. Time, 1.56.

No. 8.—Consolation Race, quarter mile; 1st prize, \$8; 2nd prize, \$5; 3rd prize, \$2.—Eight men started. Newell took first prize; Cullens second. Time, 1.25.

The manner in which these races were got up reflect much credit even to this old club, and its active Secretary, Mr. T. W. Elliott. For the punctuality in starting the races after their commencement, and the expeditious manner in which they

were gone through, praise must be given to Mr. J. C. James, the starter. Amidst the cheering of the friends of the several winners, the prizes were distributed by the President, C. J. Brydges, Esq., thus terminating a very interesting and enjoyable afternoon's amusement.

THE "ARM," HALIFAX, N. S.

The "Arm" is an inlet of the sea, washing the west and north-west suburb of the City of Halifax. It flows inland about 8 miles. The hills on either side rise with an easy grade to some height above the water. The west shore remains comparatively uncultivated. It is, however, nearly all taken up by speculators for building purposes, who contemplate raising marine villas, and other improvements at no distant date. The hay of the land is particularly well adapted for such purposes, judging from the many beautiful residences and their elegant surroundings that grace the eastern slopes. Some of these are quite palatial in their proportions. Our view is taken from the rear of an old earth wall near the mouth of the "Arm" which, it is stated, once guarded an iron chain that swung across the inlet to prevent the ingress of hostile fleets. This spot is about three miles from the city, and is a place of great resort in the summer season. Numerous were the well-appointed "turn-outs" that came and went on the fine autumn afternoon that found the writer for the first, and we hope not the last, time stretched out with pencil and sketch book on its soft green turf. Little bands of happy children came bounding into the arena before him and then disappeared down the hillside to the shore, their merry voices mingling with the music of the wavelets on the beach. One little sturdy fellow remarked to his companion, as he pointed to those old earth mounds, "That is where the English gained the day." Near them stood one of the Garrison Artillery, quietly contemplating the beautiful panorama. Let us hope that those old earthworks may never be again disturbed, save by music such as we heard that afternoon, and that artillerymen may only tread the historic ground in peaceful promenades.

SCENES IN BRITISH COLUMBIA.

We reproduce in this issue two more illustrations of the scenery of the youngest member of the Confederation, and the one which perhaps possesses within itself the greatest powers of commercial and industrial development. The tide of population is constantly flowing westward and even in British America will be carried by the new Pacific Railway across the Rocky Mountains into British Columbia. Then the Valley of the Thompson River will be sought by the agriculturist as one of the most fertile spots on the mainland for the pursuit of his calling. The Thompson has two branches, a north and a south, both of which rise in the Rocky Mountains. They join their waters without exactly mingling them a short distance above Fort Kamloop, a Hudson's Bay Company's post, and seven miles below the fort they expand into a lake, bearing the same name as the fort. From this lake the main Thompson flows through a fertile country until it joins Fraser River at Litton. Further particulars concerning the Thompson River and the country through which it flows may be found in one of the Rev. Wm. Dawson's interesting papers printed on page 59 of the second volume of the *News*. One of our scenes is from a photograph by Notman who makes the whole Dominion tributary to his art; the other is copied from an etching (after a photograph) by the well known artist, Mr. Edson of this city.

"A MAGDALEN."

This fine picture of one of the favorite subjects of the old masters, is after a beautiful engraving by Strange, of Guido Reni's painting. It is, we are told by the title, handsomely inscribed "to Her Royal Highness the Princess Dowager of Wales," and is "from the Original Painting of Guido Reni in the Collection of Roger Harene, Esq." The print is dated 1753, and bears as titular inscription the text—*Margareta, sive, Thora, secularium magnam misericordiam habuit.*

LATEST ENGLISH FASHIONS.

(From the *Queen's Brighton Correspondence*.)

Hats are more worn than formerly, both in the morning and afternoon. Everybody you meet has either a fur jacket or one trimmed with fur, a quilted satin petticoat, and over it a furred-up tunic. There is always a prevailing fashion at Brighton, and this year it is rather less *prosaic* than usual, save and except in the matter of petticoats, which are of the brightest hues—red, pink, blue, and amber. The hats are nearly all felt, with very high crowns, which differ in form, some being high and pointed, others very much broader at the top, and others dented in at the top, so that they have, as it were, a double crown. They have very little trimming. The most stylish are merely bound with galoon or corded ribbon, with a broad band of the same round, exactly the shade of the hat. At the side is a stiff wing or heron's tail, with double tips turning reverse ways; these are sometimes attached with a silver Scotch brooch. It seems a *surprise* that such hats must have a tuft at the side of some kind, and that they must spring from a bow or a brooch, the flatter the bow the better, and sometimes it is merely a triple plait of ribbon. Paradoxically speaking, the more gentlemanly the hat, the more ladylike. Myrtle green, black, and brown are the favorite shades. A light stone colour is also well worn, bound with black velvet, with a broad band of the same round the crown, and a tuft at the side, the crowns of all of them being considerably higher than last year. This is the general and prevailing fashion; you still, however, see several straw hats with birds of paradise and velvet toques. I will describe the latter. The crown is high, soft, and plaited; round the plaits are alternate cross-way folds of satin and velvet, reaching to a narrow brim, a long curling feather going from the front to the back, and very long ribbon streamers falling over the shoulders. The veils worn with these hats are large and broad, having a fully gathered frill of lace round them. They are not straight strips, but are shaped very deep in the middle, the ends narrow and square, and just long enough to meet on the chignon at the back, where they are fastened with jet pins. Round the throat narrow silk scarfs, with fringed ends, are worn; they are tied in a bow, and are just long enough for the fringed ends to appear below the loops, so that they do not fly about in the wind untidily. It is really quite comical to see how everybody wears jackets trimmed with