

8. The unbroken gauge established between the East and West by the third rail over this line has developed a large grain business never before conveyed by railway. From this traffic important results may be expected in the future. Millers in the New England States formerly obtained cargoes of grain during the period of navigation only; they now receive their supplies in car-loads all through the winter. The lumber trade has also been promoted by the same means. It is satisfactory to be able to state that on all the sections of country in the neighborhood of the line, the crops have been more abundant than for some years past.

A special freight line has been established in connection with the Detroit and Milwaukee road, by which freight is transported between Grand Haven and the Atlantic seaboard without transfer.

10. The last half-year's report referred to an agreement with the Wellington, Grey and Bruce Railway Company to work the traffic (under certain conditions) of the first section (16 miles) of that line as far as the town of Fergus, and which portion is now approaching completion. The same arrangement has since been made with regard to the entire main line of the Wellington, Grey and Bruce Railway, intended to be constructed from Guelph to some point on Lake Huron, making altogether about ninety miles, but not to any future branches on extensions. The agreement can be seen at the offices.

11. The Directors have to announce that the surplus revenue of the Detroit and Milwaukee Railroad Company, on the 30th June, 1869, admits of a dividend at the rate of 7 per cent per annum to this Company on the 12,095,000 Preference Shares. One fourth of this sum of £10,602 11s has been applied in part liquidation of the Detroit and Milwaukee Old Interest Account, which now stands in the balance sheet at \$6,944 19s 3d.

The gross earnings of the Detroit and Milwaukee Railroad for the half-year to 30th June, 1869, were.....£154,786 17 11
Working expenses, taxes and insurance..... 99,621 18 1

Net revenue.....£55,164 19 10

On behalf of the Board of Directors,

THOMAS DAKIN,
President.

London, October 13th, 1869.

GREAT WESTERN RAILWAY.—Traffic for week ending October 29, 1869.

| | |
|------------------------------|-------------|
| Passengers..... | 32,946 27 |
| Freight..... | 54,472 23 |
| Mails and Sundries..... | 2,026 70 |
| Total Receipts for week..... | \$89,445 20 |
| Corresponding week, 1868.... | 78,738 14 |
| Decrease..... | \$10,707 06 |

LIGHT RAILWAYS IN ENGLAND.—The remarkable success of the Portmadoc and Festiniog Railway in Wales is attracting much attention among the railroad and scientific men in England. The *Railway News* says of it: "This is a little line in North Wales, which was originally constructed for the purpose of acting as a tramway for slate and stone from the hills of Merionethshire to the seashore. It is now used as a goods and passenger line. The chief peculiarity in the construction is that the gauge is only two feet broad. Hence, though the expenses of construction and working are so small that the traffic yields the enormous revenue of 30 per cent. The reason is simple enough. It is because the proportion between the dead weight and paying weight is so much less than upon other railroads. The engine and tender upon this line weighed about ten tons, against forty tons upon the wider gauge of other lines. Instead of a first-class carriage weighing seven

and a half tons, to carry thirty-two passengers, and representing nearly five hundred of dead weight for each passenger, the carriages on the Festiniog weigh only thirty cwt. for twelve passengers, or two and a half cwt. for each person carried.

WELLINGTON GREY AND BRUCE RAILWAY.—The resources of this company are:—

| | |
|-----------------------------|----------|
| Capital stock paid up..... | \$30,000 |
| City of Hamilton..... | 86,000 |
| Bonus granted by Elora..... | 10,000 |
| “ “ Fergus..... | 10,000 |
| “ “ Nichol..... | 10,000 |
| “ “ Peel..... | 40,000 |
| “ “ Maryborough..... | 40,000 |
| “ “ Wallace..... | 25,000 |
| “ “ Minto..... | 70,000 |
| “ “ Howick..... | 20,000 |
| “ “ Co. of Bruce..... | 250,000 |
| | 591,000 |

Bonds which the Company are entitled to issue by act of Parliament..... 591,000

\$1,182,000

Messrs. Robertson and Reekie, the contractors, have expressed their readiness to undertake the construction of the road through Bruce on the basis of the bonus of \$250,000. The balance they are willing to take in the bonds the directors are entitled to issue, and the capital stock of the Company.

It is 95 miles from Guelph to Southampton by the route selected. By the agreement with the Great Western, 30 per cent of the gross earnings are to be applied to meet the interest on the bonds and a sinking fund is provided for, to consist of 20 per cent. of the gross traffic interchanged between the two lines, that is to say, every ton of freight which is sent from any point on the Wellington, Grey & Bruce road to any point on the Great Western road will contribute 20 per cent. of its freight charges from Guelph to its point of destination to this sinking fund, and similarly, every ton of freight sent from any point of the Great Western to any point on the Wellington, Grey & Bruce will contribute a like percentage of its freight charges from the point of embarkation to Guelph to the same fund.

GREAT WESTERN RAILWAY.—Private information by telegraph from London, England, is to the effect that at the annual meeting of the stockholders of the Great Western Railway, just held, it has been determined to modify the constitution of the Board of Directors so as to admit of the introduction of some representatives of the American interest. Considering that a large portion of stock is held by United States men, and that the success of the railway depends so much upon American trade, such a provision seems not only natural but necessary. Several members of the Board in England and Canada will thus be dropped in order to make way for the new element.—*London Free Press.*

—The Cape Breton *News* states that the contract for the construction of the Railway between Sydney and Bridgeport, of the "International Coal and Railway Company," has been taken by Duncan Macdonald. The road is to be commenced at once, and completed by the 1st of October, 1870. The Contractor has set men to work putting up shanties on the line of road.

—Notice is given of an application to the Legislature of Ontario, for a charter for a railway from Kingston to Madoc, with power to extend the same beyond the last named place Westward; and also for a Grant of Public Lands to aid the construction thereof.

—Section No. 10 of the Intercolonial railway has been declined by Messrs. Andrew Elliott & Co., and has been offered to Messrs. McBean & Robertson, of Nova Scotia. Their tender was \$18,200 per mile.

RAILWAY TRAFFIC RETURNS FOR THE MONTH SEPTEMBER, 1869.

| RAILWAYS. | Passengers. | Mails and Sundries. | Freight. | Total 1869. | Total 1868. | Miles 1869. | Miles 1868. |
|--|-------------|---------------------|----------|-------------|-------------|-------------|-------------|
| Great Western..... | 173,672 | 8,319 | 145,631 | 327,622 | 355,810 | 351 1/2 | 351 1/2 |
| Grand Trunk..... | 257,820 | 24,600 | 363,576 | 627,622 | 624,108 | 1,377 | 1,377 |
| London and Port Stanley..... | 1,272 | 1,134 | 9,758 | 12,164 | 13,101 | 95 | 95 |
| Welland..... | 13,625 | 2,330 | 42,885 | 58,890 | 49,019 | 97 | 97 |
| Northern..... | 4,205 | 247 | 23,776 | 28,228 | 30,119 | 56 | 56 |
| Port Hope, Lindsay and Beaverton, and Peterboro' Branch..... | 4,423 | 466 | 17,387 | 22,276 | 17,085 | 86 | 86 |
| The Cobourg, Peterborough and Mar-mora..... | 5,659 | 664 | 5,257 | 9,680 | 8,759 | 54 | 54 |
| Brockville and Ottawa..... | 371 | ..... | 500 | 961 | 958 | 12 | 12 |
| St. Lawrence and Ottawa..... | 2,200 | 100 | 4,364 | 6,754 | 8,541 | 107 | 107 |
| Carleton and Grenville..... | 7,460 | 591 | 7,197 | 16,248 | 16,168 | 108 | 108 |
| St. Lawrence, Shefford, and Chambly..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stansfeld, Shefford, and Industry..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Brunswick and Canada..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| European and North American..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastern Extension..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Nova Scotia..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 470,707 | 38,901 | 609,021 | 1,118,629 | 1,123,581 | 1,324 | 1,324 |

Insurance.

FIRE RECORD.—Halifax, Oct. 30.—The property occupied by A. Stephen & Son, as a wholesale furniture ware-room, and containing stock to the amount of \$12,000, took fire, which was subdued before much damage was done to the building; the stock was considerably damaged by water. The stock was insured for \$6,000 in all; \$3,000 in the Queen, and \$3,000 in the North British and Mercantile. The building is also insured in the Liverpool and London and Globe, but we have not heard for what amount.

Bridgetown, N.S., Oct. 29.—A fire broke out in the grocery store of Abner Troop. The store, with all its contents, was destroyed. The fire extended to the dwelling house of Charles Hoyt, and the shoe-shop of Mr. Palfrey, both of which were destroyed. Mr. Hoyt saved his furniture; his dwelling was insured.

Ayleford, N.S., Dodge's mills were destroyed by fire.

London, Nov. 3.—A fire broke out in McMillan's oil refinery, which was soon consumed. It was caused by an employee going too near the receiving tank with a lighted lamp. Loss about \$6,000; no insurance.

Brantford, Ont., Nov. 4.—The woollen mills of Joseph Ellis & Co., about a mile and a half from this place, were destroyed by fire last night; cause of fire unknown. Loss about \$100,000; insurance about \$40,000.

Brantford, November 4.—A correspondent sends the following account of the recent fire:—The large brick woollen factory of Joseph Ellis & Co., situated on the canal, near Brantford, was totally destroyed by fire on the morning of Thursday, 4th inst. The building was erected in 1864, and was doing a good business. The fire was discovered about one o'clock A.M., and commenced in the roof of the dye-house, a one story brick building attached to the factory. The Insurances are:—