

In reply to another question.

The Chairman said Mr. Paton's salary was £1,500 a year, and his retiring pension was £1,000 a year.

The Shareholder said he did not think that was too much.

The motion was then put, and carried unanimously, and a vote of thanks to the chairman and directors closed the proceedings.

—The prospectus of a society to be called the "Provincial Land and Building Society and Savings Fund" has been issued at St. John. N. B. "Among other powers the directors are authorised to purchase suitable tracts of land for building purposes, when circumstances sufficiently favorable are presented. The directors will not be backward in availing of every circumstance that is calculated to benefit the society. A suitable class of houses has long been required for the middle classes in this city, and it is believed that the wants and circumstances of members can thus be met more economically than where houses are built singly. Members whose properties are encumbered will have the privilege of reducing their liabilities to monthly repayments and have these only to attend to."

—Middlesex pays a yearly interest of nearly \$55,000 on her debt. The Debenture debt of the county is \$836,502, besides \$18,000 due the Government for roads, upon which there appears to have been no interest paid as there is \$10,449.39 due Government as interest on purchase of roads.

### Railways.

GREAT WESTERN RAILWAY.—Traffic for week ending December 10, 1869.

Passengers .....	24,496 98
Freight and Live Stock.....	59,120 33
Mails and Sundries.....	2,816 84
<b>Total Receipts for week.....</b>	<b>\$86,434 15</b>
Corresponding week, 1868...	66,118 04
<b>Increase.....</b>	<b>\$20,316 11</b>

WELLINGTON GREY AND BRUCE RAILWAY.—The agreement between the Wellington Grey and Bruce Railway Company, and the County of Bruce, has been executed. It provides that the railway shall be extended from Hamilton westward, and carried through Bruce from its N. E. boundary, at or near Clifford, to Southampton, ready for traffic from Guelph to Paisley within thirty months, and to Southampton within three years; that the line shall be located west of Saugenee, and stations erected near the centre of Carrick, near the Elora road, at Walkerton, Pinkerton, Paisly, Port Elgin, and Southampton; that the Railway Company shall not be entitled to the debentures except upon certificates of the chief engineer, confirmed by the county engineer, showing the work done within the county, and the amount expended per mile, and then only as the work progresses; that the line shall be completed from Guelph to Hamilton, before the debentures be delivered; that the Council may permit the delivery of debentures before completion, if satisfied that the works are being prosecuted with sufficient vigor; that there shall be a side switch between Walkerton and Pinkerton near Chepslow.

MISSISQUOI JUNCTION RAILWAY.—The Directors of this road have ordered a preliminary survey to be commenced as soon as practicable. Should the weather be favorable it will be made before the snow gets too deep, otherwise it will be done early in the spring. There seems to be no doubt about the construction of this road, now that work has actually commenced on the Lamoille Valley road. All the corporations from Portland to Swanton will unite under the name of the Portland and Ogdensburg Railroad; why would it not

be a capital plan for the three companies comprising the line from Sheldon to Montreal, viz: the Missisquoi Junction, S. E. C. Junction and the Stanstead, Shefford and Chambly road to consolidate under one name, to be called the Montreal and Portland Road.—*St. Johns News.*

GLASGOW AND CAPE BRETON RAILWAY.—A company for carrying out the above enterprise has been organized and registered in London under the following directors:—Sir William Power, K.C.B., Chairman; F. N. Gisborne, C.E., Vice-Chairman, (Local Representative of the company); T. P. Baker, R.N., C.B.; James Samuel, C.E.; Frederick Power, C.E. Robert Boak, John Gibson and W. P. West, Esqrs., have, we hear, been named as Local Directors. The capital of the Company is £100,000 sterling, £25,000 sterling of which amount is already paid in and lodged to the credit of the "Union" Bank, (Chancery Lane Branch) London. The last mail steamer from England brought out Mr. Featherstonhaugh, C.E., engineer to the Company, a gentleman of great practical experience, accompanied by William White, Esq., financial agent to George B. Crawley, Esq., C. E., contractor for the line. These gentlemen, accompanied by Mr. Gisborne, leave for Sydney, C. B., this morning, and after careful survey the line will, we learn, be commenced between South Sydney and Bridgeport, and ultimately extended to Cow Bay. The gentlemen enumerated above are holders of the entire stock of the Company, which is a sufficient guarantee for the *bona fides* of the undertaking; and we trust the surveys will be sufficiently encouraging to warrant the immediate commencement of operations. When completed a fair proportion of the stock will be tendered to the colony, but until finished and equipped no stock will be offered for sale to the public.—*Halifax Chronicle.*

—An eastern paper says:—The directors of the North Shore and St. Maurice Railway and Navigation Co., held a meeting on the 17th instant, and received a proposition from some Americans for the transfer to the latter of the large grant of land given some years ago by the Canadian Government, as a subsidy to build a railway from Three Rivers to the Grand Piles, so as to connect the river St. Maurice with tide water. The American party propose to go to work right off if they obtain the transfer, and open up the rich region of the St. Maurice Valley.

—Bonuses to the amount of \$130,000 have been recommended to be voted for the construction of the Kingston and Madoc Railway, at meetings of the ratepayers in the various municipalities interested. A charter for the road has just been obtained from the Ontario Legislature.

—1,300 shares of the Great Western Railway are held in the United States.

—At a meeting of residents held in Brantford on the 28th inst., a resolution was passed calling on the town council to submit a by-law granting a bonus of \$100,000 to the Norfolk Railway. The meeting was addressed by Messrs. Laidlaw Howland, and others.

—Alderman Dakin, Chairman of the Great Western, Mr. Homan, Vice-Chairman, and Mr. Eildes, a Director, have been recently in Detroit, with a view to completing arrangements between the Great Western and Michigan Central.

THE HALIFAX GOLD MINING COMPANY.—The *Investors Guardian* (London) says: This company has been established, with a capital of £50,000, in 25,000 shares of £2 each, to apply to gold mining, and gold quartz-crushing in Nova Scotia, the skilled appliances and perfected machinery that have produced such profitable results in Australia and California. The company have secured as a starting-point the Leopold Gold Mine, in the district of Musquodoboit, near Halifax, known to be rich in gold quartz. The gold producing lodes of this property are stated to afford a higher promise of profit than most of the Brazilian and Australian

mines, which are now universally regarded and sought after as desirable investments. With the present rough and imperfect machinery, 15 per cent. can be realized on this property; but with an outlay of £5,000, for such machinery and appliances as are used in Australia, the directors affirm their conviction that this property (the Leopold) can be brought into a condition to pay 100 per cent.

### Real Estate.

SALE AT SARINIA.—The bank premises formerly occupied by the Bank of Upper Canada in Sarnia, and which have been occupied by the Bank of Montreal for the past three years, have been sold to the latter institution for \$6,800 cash.

SALES IN MONTREAL.—The following properties were sold at auction on the 22nd inst.:—The cottage No. 112 Union Avenue, size of lot 24 ft. x 89 ft., with outbuildings, sold to John Whyte, Esq., for \$3,100. The cottage No. 72, Aylmer Street, size of lot 30 ft. x 70 ft., heated by steam, to A. F. Galt, Esq., for \$3,140. The lot No. 65, on the McGill College plan, 56 ft. front, on Victoria Street, by a depth of 95 ft. 6 in., for \$2,000 to Robert Tait, Esq., for the Estate. A lot on Union Avenue, No. 64, on Beaver Hall plan, to P. M. Galarneau, Esq., for \$1,900, size of lot 60 ft. x 90 ft. A lot on Aylmer Street, 36 ft. by 80 ft., to A. C. Barton, Esq., for \$1,000.

SALES IN TORONTO.—The following properties, being portions of the estate of the late Richard Watson, were sold at auction on the 23rd inst., by Messrs. F. W. Coate & Co., auctioneers, viz.:—Part of lot No. 11, on the north side of King St. east (old survey), known as Nos. 232 and 234, having a frontage of 34 ft. on King Street, and a depth of 133 ft., with the buildings erected thereon, occupied by Richard Watson and others, was sold to Mr. Richard Watson for \$1,840. Parcel second was the rear part of lot No. 8, on the north side of King Street east, having a frontage of 36 ft., on the east side of Princess, with a depth of about 132 feet, on which are erected two frame dwelling houses, known as Nos. 51 and 54, and was sold to Mr. John Read for \$810. Parcel third is a lot on the northwest corner of Duke and Caroline Streets, having a frontage of 30 ft. on Duke Street, and 60 ft. on Caroline Street, with the dwellings erected thereon, known as Nos. 58 and 69, and was sold to Mr. Andrew Reeves for \$615. Parcel fourth is a lot on the west side of York Street, with a frontage of 18 ft., and a depth of 48 ft., with building, known as No. 132, and was knocked down to Mr. C. E. English for \$480.

—As an evidence of the rapid settlement of the Muskoka district, the *Parry Sound Advocate* states that during the past eight years 147,000 acres of land have been taken up in the townships of Draper, Muskoka, Macaulay, Stephenson and Watt. In addition to the above, large quantities have been taken up in Morrison, Monck, Christie, Medora, Wood, Chaffey, Brunel, Oakley, and Ryde, so that we may safely say that over 200,000 acres have been disposed of in eight years.

GEORGIAN BAY CANAL.—A Committee of the Ontario Legislature has reported strongly in favor of the above project. There are no new facts brought to light. The Committee state that they "have no hesitation in reporting that in the event of Mr. Capreol being able to effect the land grant which he seeks, there is strong evidence of his ability to provide the necessary means and skill to accomplish the work. Mr. Capreol produces to your Committee a proposal from reliable capitalists of the United States to undertake one-half the contract, accepting in payment one-half of the company's stock—say \$20,000,000, provided a grant of 10,000,000 acres of land be obtained in aid, and provided also that English capitalists would undertake the other half. He also submitted letters from Messrs. Hawkshaw & Randal before