

## WOODEN RAILWAYS.

An interesting correspondence has recently passed between Mr. C. J. Bloomfield, the energetic Secretary of the Canadian Land and Emigration Company and Mr. Hurlbert, a New York Engineer, respecting wooden railways. The Company represented by Mr. Bloomfield, are desirous of developing the district of country in their possession and regard with favor a project which has much to recommend it. There is a wooden railway near Ogdensburg, N. Y., and Mr. Hurlbert has the credit of being its projector. Although, of course, nothing definite could be stated, he furnishes Mr. Bloomfield with a rough estimate of the cost of a road, say \$2000 per mile, the gauge being three feet eight inches. The superstructure is calculated to cost about \$1000 per mile, dependant on the price of timber; grading from \$1500 to \$3000 per mile; ballasting as on any other road, if on a solid bed, which depends upon the material and amount of trestlework. Another estimate for construction is about 1,000 per mile, made up in this way:—

1,700 ties, delivered at 10 cts.....	\$170 00
21,120 ft. B. M. maple rails, delivered	316 00
Wedges delivered, say.....	40 00
Notching, ties and track laying....	468 00
Total per mile.....	\$1,000

And it is claimed that the railway will be cheaper than a plank road. Traction engines are used, made expressly for this kind of road, with wheels constructed in such a way that they never run off the track, and by which the shortest curves are turned without cutting the rails. The cost delivered would be \$7,000; the cars will cost, for four wheeled, \$300 each; for eight wheeled \$950, —these are for freight. Passenger cars, about the size of a common passenger car with engine in one end, run independently of freight trains, the cost of which is \$4,500. A common passenger car to attach to trains can be made for \$1,560.

The minimum curvature of the road is 450 feet; maximum grade 300 feet per mile. Speed of freight trains 10 miles per hour, of passenger trains 20 miles per hour.

Mr. Hurlbert says:—"I have a road that I have been operating, of seven miles in length, for eight years. With proper repairs they can always be kept up. I took up and relaid in another direction two miles of this road after it had been used for five years, and found about three-fourths of it in sound enough condition to relay it. The rails are not materially affected by wet weather."

It is hoped that proper efforts will be put forth to secure for parts of this country now suffering for want of railway facilities, the advantages of inexpensive lines.

## THE RAILWAY WAR.

A fair fight is going on between the Toronto, Grey and Bruce Railway Company and the Wellington, Grey and Bruce Railway Company. The former is the younger enterprise of the two, yet proves itself an

antagonist of the most plucky and persevering kind. Each has a charter, and each is making desperate love to the same municipalities. Being rivals, one or other must go to the wall, so the contest now raging is a *l'outrance*. On the 25th ult. delegations from each of the Companies appeared in the County of Bruce and held a joint meeting. The Toronto interest was represented by Messrs. H. S. Howland, Medcalf, Dickey, Donaldson, and Laidlaw, while the Hamilton standard was unfurled by Messrs. White, Bruce, Ferrie and Parker. The speakers were sandwiched; and the result was a victory by the Toronto men, and the passage of a resolution in favor of their line.

## NORTHWEST FORWARDING COMPANY.

An enterprise such as this Company has inaugurated is worthy of encouragement. It will benefit a rising town, promote the interests of trade and commerce, and while enlisting the co-operation of those concerned in the locality, will afford investors a very reasonable prospect of handsome dividends. Owen Sound is a grain depot of importance. The increasing traffic of the North-west is rendering necessary the employment of a larger class of steamboats and vessels than those heretofore used. The channel of the river leading up to the town is shallow, and although large sums have been spent by the Government and the Corporation in dredging it, yet it will be almost impossible to render it navigable for large craft. The Company is constructing a solid roadway from the shore, a distance of about 800 feet, to the cribs of the old wharf now standing, and will put up an elevator, and if required, connect the same with the market square by a tramway. It is estimated that the present business will afford 12½ per cent. revenue, and as the trade increases, as it will undoubtedly, the Company's position will improve in a corresponding degree. The capital is \$50,000 in 5,000 shares of \$10. Of this \$22,500 is offered for subscription in Grey.

## PROGRESS OF TORONTO.

Every day we are receiving new evidences of what is now a generally admitted fact—that Toronto is making marked progress as a centre of trade and commerce. A few successive years of good trade have made many of our long established business men take a decided step in the way of improvement and the expansion of their facilities, resulting in a general movement in the way of painting, rebuilding and refitting. This itself has made a great change in appearances. But more important is the fact that we have by some means acquired the power of attracting the business of other Canadian cities hitherto. One of the best firms in Hamilton, or even in the west, has recently opened up here; a number of important establishments from Montreal have hung out their signs, and declare themselves ready to try

to do better in Toronto than in Montreal, and we learn that a good many more would make the same move if suitable building accommodation were provided. Some that are not inclined to move would at least open branch houses here, in the hope of getting a share of the Toronto trade. These circumstances have given rise to a demand for warehouse accommodation, and have stimulated building to a gratifying extent. At least a half dozen of first-class warehouses are now in course of erection, and are being pushed rapidly forward, and probably as many more are projected, and will be gone on with unless some untoward event forbids. The number of private dwellings going up also far exceeds that of any previous year for a decade. We are glad to note these unmistakable evidences of progress, coupled with the fact that trade here is good, while in Montreal it is represented as excessively dull, they are highly suggestive. There seems reason to expect that Toronto may yet cope in commercial importance with Montreal, notwithstanding the many advantages the latter is supposed to possess.

## GRAND TRUNK.

An important meeting of Grand Trunk proprietors was held in London on the 18th inst. It is described as one of the largest meetings ever held at the London Tavern. The meeting was unanimous in the view that the present Board should retire.

The resolutions passed were in effect that the Board should forthwith furnish a list of the proprietors; that the present directors should retire, and that a committee of proprietors be formed, consisting of the following gentlemen:—Mr. Creak, Mr. Ritter, Mr. Hartridge, Mr. Handyside, Mr. Staples, Mr. Haig, Mr. Lewis Paine, with power to add to their number, to carry out the resolutions passed.

## INTERCOLONIAL TRADE.

This subject is of the greatest interest to all who wish well to the New Dominion, and we have pleasure in directing attention to the communication appearing elsewhere from the pen of R. G. Haleburton, Esq., M.A., F.S.A. This gentleman has devoted not a little time and trouble to the elucidation of a matter so important to our business community.

## THE INSOLVENT ACT AND ALIENS.

In the case of *Mellon vs. Nicholls*, before the Queen's Bench of Ontario, it appeared that the plaintiff had been engaged in business in Canada, though not permanently resident here. He was arrested by the defendant, a constable, who took possession of the money found on him, and being discharged he sued for the money. A writ of attachment having been issued against him, the official assignee applied under the Insolvent Act 1864, sec. 4, sub-sec. 9, to be allowed