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ENGRAVINGS.

Narrow gauge railways, (5 engrav.) p. 18, 19, 20. Jersey Belle of Seituatè, p. 24. Jersey cow Eurotas, p. 25. Mechanical butter-worker, p. 25. Duchess grape, p. 23.

To Agricultural Societies.—At the request of several agricultural societies, we shall wait until the first of July next before striking out the names of such members as have not paid their subscription for the current year. Another year, however, it is to be hoped the subscriptions may be collected before the 1st of May, as ordered by the Council of Agriculture's regulations.

Colonisation Railroad.

The great want of this country, up to the present time, has been Colonisation Railroads. Without these great arteries, it is impossible to win the wealth of our superb forests, the wood of which is often of more value, standing, than the cleared land.

In fact, it is not seldom that woodlands are to be met with, the timber of which would sell for several hundred dollars, if means could be found to convey it to market. Unfortunately, with our present system, the colonist finds himself obliged to cut

down and burn without mercy these rich productions of nature, at the risk of destroying the humus which

covers the soil, to the great detriment of his future crops. Ten years ago, we saw, in our travels through Wales, a narrow gauge line, with a breadth of only 23½ inches between the rails. We travelled by it across that mountainous country at the rate of 30 or 32 miles an hour. Cheaply built, as it is, this line carries as much merchandise per mile, as the Grand-Trunk itself.

At the time we speak of, engineers were still in doubt as to the advantages offered by this railroad. It is no longer so. The Festiniog line has found imitators all over the world, and those who visited the last International Exposition, at Paris, had an opportunity of judging, by ocular demonstration, of the value of narrow gauge lines. M. Decauville, of Petit-Bourg, France, a manufacturer on a large scale of all the necessary complements of these railroads, laid out a line to the Bois de Boulogne, only 20 inches between the rails, and, on certain afternoons during the Exhibition, more than 3000 persons made the journey by it. The annexed cut shows the same road as it is to-day in operation at Petit-Bourg, worked by an engine weighing 5000 lbs., and travelling at the rate of 15 to 18 miles an hour.

The Festiniog line, is wider, measuring, as we said, 23½ inches between the rails. This width is sufficient, as we shall see, for the transportation of a heavy traffic, at a great

pace. We read as follows in a recent publication:

“Amongst the Welsh narrow-gauge lines, the most celebrated is the “Festiniog Railway.”

It owes its reputation not only to its being the oldest, but to the peculiar ingenuity with which it has been built.

For several years it has been quoted as an example, and its pecuniary returns have rendered it worthy of all



Decauville Railway,—20 inch wide.

praise. In spite of its narrowness, it has given some years \$9,600 a mile of gross receipts, and the net product has