

two provinces. Nor can we doubt that the throwing open the Red River and the Saskatchewan Valleys, and the territory still further to the west, will give accelerated action to the settlement of the lands lying between them and the Atlantic. The population of Canada, referring to documents which have been laid before the Provincial Parliament, appears to have increased in the ratio of 75 per cent. in each period of eight years since the union, and may be now estimated at little short of three millions of people. In other words, equal to the population of England in the time of Henry VII., or that of the United States at the period of the War of Independence.

During the same period the imports of the Province have nearly quadrupled, and the exports have increased from £1,570,000 and £1,603,000 in 1842 and 1843, to £8,011,000 and £6,752,000 in 1856 and 1857, or upwards of fourfold, while the net revenue of the province has grown from £365,000 to an average taken from the last five years of £1,180,000.

It may be said that the grand railway system completed by the Grand Trunk Company was projected a little in advance of the times as they then were in Canada, but every day is now affording conclusive proof that nothing in her history has so tended to her advancement as the possession of this highway, extending as it does from her eastern to her western extremities, and affording a means of inter-communication between her citizens so essentially necessary to her prosperity. And on the completion of the line, I have not a doubt but that as a commercial enterprise time is alone required to work out the complete success of the undertaking.

One thing is certain, and it is that the proprietors have a line of a character in point of durability and finish of works quite unexampled on the American Continent, whilst its continuity, coupled with its great length, being under one management, will afford facilities for the transport of passengers and freight possessed by no other line in America. The bridges, stations, and structures generally are built of masonry and wrought iron, wooden erections being with us the exception instead of the rule, as with our American neighbours. As regards the permanent character of the plant, it is of most approved description and in the best working order; and arrangements are now perfected for the conveyance of all freight likely to be offered, whilst the breaks remain at Montreal and between Sarnia and Detroit. To complete these links and otherwise make additional arrangements for securing the western traffic, it is necessary that the unissued capital should in some way be realised.

In conclusion, I beg again to call attention to the very satisfactory report of our locomotive superintendent, appended hereto, as also the extract from the report of our traffic manager referred to, and I have the honour to be,

Gentlemen,  
Your obedient servant,  
T. E. BLACKWELL.

London, 30th September, 1858.

P. S. I hope, in a few days, to report the result of negotiations with a gentleman to take the office of General Traffic Manager.