

CALEDONIA, GRAND RIVER, O. W.

CALEDONIA is situated on the Grand River, in the County of Haldimand, C. W., about thirteen miles nearly due south of Hamilton. It is connected with Hamilton to the north, and with Dover to the south, (about 23 miles,) by the Hamilton and Dover Road, now in course of repair from end to end by the government, a sum of \$20,000 or so having been appropriated for that purpose. Caledonia is also connected by the Buffalo and Lake Huron Railway with all the places on that line, from Buffalo to Goderich; and, by means of the Paris junction, with the whole line of the Great Western Railway.

Caledonia, although all now included in the limits of one municipality, may be said to consist of two villages, or even of three, viz.: First—Caledonia proper, on the north side of the river, and on the line of the Hamilton road, which is the leading and the business portion of the whole. Second, South Caledonia, as it is sometimes called, on the south side of the river, straight opposite. Third—Seneca, which is little short of a mile from the Caledonia Bridge, eastwards down the river, on the north side. The post-office was formerly kept at Seneca; and by that name, if we are not mistaken, it is still known in the official list. The best business portion of Caledonia suffered severely last winter, by a fire which swept both sides of the main street for a certain distance, destroying a large hotel, the post-office, and a number of stores. It is a stirring, lively place, and has the custom and business of a large and fast improving section of country to sustain it. It was formerly the centre of an extensive square timber and sawed lumber trade, which made it a place of great business activity, at a time, some years ago, when the surrounding country was but little cleared up. The lumber trade of the place is fast hastening to extinction; but that which depends on agriculture is meanwhile increasing, as land is cleared up. A considerable quantity of pine lumber is still shipped every year at Caledonia for Buffalo, going mostly, perhaps, by railway, though formerly it all went down the river in scows, and some goes that way still.

There are within the limits of Caledonia three flouring

mills, one pretty extensive foundry, one woollen factory, and quite a 'lively sprinkling,' as a Yankee might say, of artisans' and tradesmen's shops. A woollen factory on a large scale, and with all the 'modern improvements,' is now in course of erection by Ronald McKinnon, Esq., and is expected to be in operation early next spring. This is the second woollen factory put up by Mr. McKinnon on the same site, the first one having been unfortunately destroyed by fire some years ago.

Caledonia has its local paper, the *Grand River Sachem*, a daily mail to and from the four cardinal points of the compass, a well drilled company of rifle volunteers, with an excellent band, and other evidences of a real 'live town,' though as yet it goes under the modest appellation of a 'village.' Its population is about 1,000.

So much for what Caledonia is and has been: what it is to be time will tell. One undertaking, of great future importance both to Caledonia and to Hamilton, deserves prominent mention in this connection. A line of railway from Hamilton to Caledonia, (part of the projected line which was to connect Lake Ontario, at Hamilton, with Lake Erie, at Port Dover,) has been now for four or five years lying in an unfinished state, graded and ready, or at all events very nearly ready, for the ties and the rails. In this enterprize the city of Hamilton sunk \$500,000, and the municipality of Caledonia \$40,000. Owing to the want of money to go on with, the construction of the road came to a stop; and the amount expended has lain for four years unproductive. No direct return for the aid given to the road is anticipated by either Hamilton or Caledonia; but steps have been already taken which will, it is expected, bring about the completion of the road at an early day. The consent of the bondholders of the Buffalo and Lake Huron Railway Company is, we believe, yet required, to enable that Company, as has been proposed, to finish and work this short connecting link between their own line and the water-level of Hamilton and Oswego. The municipalities both of Hamilton and Caledonia have agreed to relinquish their whole claims for aid already furnished, subject to the condition of the now unfinished road being completed and operated.

The advantages that would accrue from the completion of this line are really immense; greater in fact, than those who have perhaps but glanced at the subject would imagine. Grain and produce coming from the West by the Buffalo and Lake Huron line, is at Caledonia forty or fifty miles, (we cannot just now state the precise distance,) from the head of the Erie Canal at Buffalo. When arrived there, (at Buffalo,) it is still on the Lake Erie level, and has to descend the whole pitch of Niagara Falls by a series of locks, to the level of Lake Ontario. Now mark the difference. Supposing this line completed, produce at Caledonia would be within fourteen miles by railway of Lake Ontario, of the level of Hamilton, Toronto, Kingston, and Rochester; and what is most of all to the purpose, of Oswego. The same descent is made, of course, in both ways; but, reckoning from Caledonia, by the Hamilton route, fourteen miles of railway would be substituted for over forty, and lake navigation for canal navigation, for a distance of almost two hundred miles.

We do not attempt at present to give figures and calculations; but it needs but little of either to demonstrate the fact, that the transportation of produce from Caledonia by railway 14 miles to Hamilton, thence by lake to Oswego, must be very much cheaper indeed than to take it by railway 40 or 50 miles to Buffalo, thence by the Erie Canal to whatever point thereon may be ascertained to be the same distance from New York that Oswego is.

But the diverting to Hamilton of the heavy traffic which now goes through Caledonia to Buffalo, has another advantage to Canada that should not be lost sight of. Produce destined for the seaboard, once afloat on the Erie Canal, *must* go to New York without doubt. But produce shipped on Lake Ontario at Hamilton, *may* go to Oswego, thence to New York, of course; but it *may also*, and frequently no doubt would, go down the St. Lawrence to Montreal or Quebec, to the great benefit of our own shipping trade.—Who does not from these considerations realize the fact, that the completion of this short unfinished link of 14 miles of railway is a very necessary piece of work; and that it is not merely of local, but actually of Provincial importance.



VIEW OF CALEDONIA, GRAND RIVER, C. W.—From the East.

AN ANTIDOTE FOR STREET MUSIC.

QUIESCENS, writing to the Times, details a most admirable scheme, which he assures his fellow citizens has proved most effective in freeing him from the evil practices of organ grinders, German bands, and all similar nuisances—none of these performers having been heard in the street in which he lives for the last two years. They curse and spit on the ground as they pass by the end of it, and when they enter it is but to sneak rapidly by in silence. The moment the noisy nuisances appeared in former times, his seven children left their meals or their lessons, his servants abandoned their work, and in every window of the house smiling faces used to be seen, nodding applause, and feigning intense enjoyment. The most atrocious parts of the performances were invariably enthusiastically encored, and when the musicians were pretty well blown, the butler used to be sent to the steps to ask for 'God save the Queen,' and when that loyal melody was concluded, the custom was to be very profuse in thanks, but never to give any money. In the last five words is the whole pith of the plan.

THOUGHTS OF THINKERS.

READING maketh a full man, conference a ready man, and writing an exact man; and, therefore, if a man write little, he had need have a great memory; if he confer little, he had need have a present wit; and if he read little, he had need have much cunning to seem to know what he doth not know.—*Bacon*.

RICHES A BURDEN.—'And Abram was very rich in cattle, in silver, and in gold.' The Hebrew reading is, Abram was very heavy, etc. Riches are a burden. There is a burden of care in getting them, fear in keeping them, temptation in using them, guilt in abusing them, sorrow in losing them, and a burden of account at last to be given concerning them.—*Mathew Henry*.

A WRITER, whom I cannot but think speaks wisely, says: 'The seasonable time for the exercise of prudence is not so much in choosing a wife or a husband, as in choosing with whom you will so associate as to risk the engendering of passion.'

SELF-DEPENDENCE.—We acquire mental strength by being left to our own resources; but when we depend on others, like a cripple who accustoms himself to a crutch, we lose our own strength, and are rendered dependant on an artificial prop.

GENEROSITY AND SELFISHNESS.—A generous mind identifies itself with all around it, but a selfish one identifies all things with self. The generous man, forgetting self, seeks happiness in promoting that of others. The selfish man reduces all things to one—his own interest. The good and generous, who look most closely into their own hearts and scrutinize their own defects, will feel most pity for the frailties of others.

ADVICE, like physic, is administered with more pleasure than it is taken.

BIGOTRY AND FANATICISM.—Men who would persecute others for religious opinions, prove the errors of their own. In fighting for the Church, religion seems generally to be quite lost sight of.