

valley of the St. Francis river to connect with the Levis and Kennebec Railway in the County of Beauce. The St. Francis and International will also be entitled to a cash subsidy or a grant of land in lieu thereof, if they prefer it. This line will run from Sherbrooke by the Grand Trunk for a few miles, thence entirely through the County of Compton, to connect at the Province line with an American railway, and forming the most direct route from Montreal to the Maritime Provinces. These facts attest the energy of the new life which Confederation has imparted to the Province of Quebec.

The total estimated receipts of the Province for the year beginning 1st July next reach \$1,709,621, including \$800,000 from the Dominion, \$515,001 from Crown Lands, \$135,000 from law funds and stamps, \$110,000 inland revenue and licenses, and \$50,000 from the Municipal Loan Fund. The total estimated expenditure is set down at \$1,699,481. The estimated balance in the Treasury at the end of June, 1873, amounts to \$700,000. In Quebec the Government has to provide for many local items of expenditure which are raised by the municipalities in Ontario, such as the construction and repairing of various classes of public buildings, including jails, court house and registry offices. If time should bring anything like perfection of the municipal system, many of these items would doubtless be provided out of local sources.

RAPID GROWTH OF THE STATES AND CITIES OF THE GREAT LAKES.

The rich and fertile States, with their prosperous cities, which cluster around the basin formed by our great fresh-water lakes, are the most attractive part of this continent. The progress which they have made during the last thirty years, when compared with the previous advancement of any other part of the world, is nothing short of extraordinary—but who can foretell what will be the wealth of those States, the size of those lake cities, and the number of sails which shall whiten those sparkling waters before another thirty years come and go?

It is much to be regretted that we have no carefully prepared annual record of the commerce of the lakes, and we may add of the St. Lawrence, for this noble river is the outlet of, and key to, the whole water system. A comprehensive annual statement of the entire trade of the lakes would be exceedingly interesting and useful; but as we cannot obtain that, we have to content ourselves with the returns of the trade of

the different cities, the trade and navigation returns, and such other statistics as throw light upon the progress of the States and cities to which we refer.

Let us first glance at the growth of the principal cities which dot so beautifully the shores of Lakes Michigan, Erie, Ontario, and the river St. Lawrence. The rapidity with which they have increased their population has been exceedingly rapid. The American census returns for 1870 give the population of the chief cities situated on the shores of the lakes as follows:—

	1850.	1860.	1870.
Chicago.....	29,963	109,260	298,983
Detroit.....	21,019	45,619	79,580
Milwaukee	20,061	45,246	71,499
Cleveland	17,034	43,417	92,846
Toledo	3,829	13,768	31,546
Buffalo	42,261	81,129	117,715
Oswego.....	12,205	19,826	20,905

These figures tell their own tale of the onward march of these American cities, and our own two chief cities—Montreal and Toronto—would occupy no mean place if put in the list. In 1851 the population of the former was 62,000; in 1861 it had risen to 101,602, and the recent census makes it now 107,225. From 1840 to 1850 the population of Toronto increased 95 per cent., and the recent census makes it 56,092, as against 44,821 ten years before.

Thirty years ago the population of the great grain-producing states, most of whose productions go to market by the shores, or on the bosom of the lakes, was quite limited. In Michigan, Ohio, Illinois, Missouri, Iowa, Wisconsin, Indiana, Minnesota, and Kansas, there were not more than 3,000,000 souls in 1840. The census of 1870 shows that there are now 12,000,000 in these states—in other words, the population has increased 400 per cent. during thirty years. Our own province of Ontario—which lies in the very bosom of the lakes—has kept abreast of most of the rival states on the other side. Its population increased from 77,000 in 1811, to 952,000 in 1851, and the recent census of Mr. Dunkin makes it now 1,620,842. As the latter figures only show an increase of 224,751 over the returns of 1861, we believe the population of Ontario to be greater than these figures represent it to be. But they are at least sufficient to show that on our side, as on the American shores of the lakes, population, and consequently production, has immensely increased.

It is not simply the increase in population, however, but the remarkable increase in the production of the lake region, which makes it so attractive and conspicuous. We shall only refer just now to its agricultural products, and the extent of these has swelled so immensely of late years that it is no

wonder at certain seasons they choke up every avenue of transportation. The aggregate grain production of the nine States mentioned above was as follows in the years 1850 and 1869 respectively:—

Articles.	1850.	1869.
Wheat, bush.....	43,842,038	166,100,000
Corn, "	222,208,502	556,050,000
Oats, "	42,328,731	146,200,000
Rye, "	739,567	4,802,000
Barley, "	831,517	8,755,000
Swine, No.	8,536,182	19,100,000

Although all the States whose agricultural returns swell up these immense totals do not immediately border the greater water basin of the continent, still the lakes and St. Lawrence are the natural highway for their productions to reach market. It will therefore occasion no surprise that the commerce of the lakes has kept pace with the increase of population and production among the States along their shores. According to an estimate made by an American writer, Mr. Andrews, the gross value of the trade of the lakes was only \$65,000,000 in 1841; by the year 1851 it had increased to \$300,000,000—that is, it more than quadrupled in the space of ten years, and gave employment to 7 sailing vessels, whose tonnage was 138,000, besides 74,000 tons of steam vessels. At the present time, or during the past season, it is estimated that the aggregate commerce of the lakes did not fall short of \$700,000,000. That sum represents an enormous volume of trade, and throws a flood of light on the immense resources and advancement of what may justly be called the garden of America. The growth of the tonnage of the lakes is also worthy of consideration as bearing upon the point we are considering. It increased from 212,000 tons (this comprised both sailing and steam vessels) in 1851, to 450,000 tons in 1862—an increase of over 100 per cent. in ten years. We have not seen any reliable estimate later than that of 1866; the tonnage of the lakes for that year was put down at 547,267. The estimated value of all craft engaged in the trade was \$17,537,440—a very handsome sum, but probably beneath the value of the tonnage engaged during the past summer.

Such has been the past progress of the trade of the great lakes and of the States which cluster around their shores. Compared with the progress of any other countries, the development of the latter in population and wealth has been extraordinary. But what shall we say of the future? Move the mind onward for thirty years—say to the year 1900—what then will be the size of Chicago, Cleveland, Buffalo, Toronto and Montreal? What figures will then suffice to show the enormous grain production of the lake region, or tell the value of the im-