

"The Canadian Museum," for the formation of which the Canadian Institute is making strenuous exertions,—and also a permanent home for that Society. The very best situation would doubtless be on the vacant space at the intersection of Yonge Street, with the Grand Terrace, (where the Custom House and Soap Factory now stand) or south of the Railway tracks facing the bridge from Yonge Street, as shown on the plan. There can be no good reason why the building should not be sufficiently extensive to include a Merchants' Hall and Exchange under the same roof, or offices for Telegraph Companies, Brokers, &c., in its basement—or why it should not be as ornamental and imposing as its central position would require, or the purpose of its erection demand.

It is unnecessary to advocate farther the adoption of some general plan acceptable to all concerned, and suitable to the wants and wishes of the public, for the advantages must be evident and manifold. There would doubtless be considerable difficulty in bringing to a satisfactory issue, a matter involving so many different interests,—but by the union of the City Authorities with the various Chartered Companies and the appointment of a Board of Directors from among each to carry out a plan suited to their common interests the most beneficial results would be produced and instead of each acting independently of the other, and adopting various and conflicting regulations, a bond of union would be thoroughly cemented between them and plans might be matured and carried out, on a scale so extensive and so perfect as would be one of the greatest—the very greatest characteristic of Toronto.

A MEMBER OF THE CANADIAN INSTITUTE.

The Grand Trunk Railway Company.

Appendix to the Prospectus.

The Grand Trunk Railway of Canada, with the Atlantic and St. Lawrence Railway of Maine, 1,112 miles in length, with an uniform gauge of five feet six inches, as now brought under the notice of the British public, offers the most comprehensive system of railways in the world. Protected from the possibility of injurious competition, for nearly its entire length, by natural clauses as well as by Legislative enactment, it engrosses the traffic of a region extending 809 miles in one direct line from Portland to Lake Huron, containing a population of nearly three millions, in Canada, Vermont, New Hampshire and Maine. At Portland it connects with the system of railways reaching eastward towards the Province of New Brunswick, and hereafter to Halifax in Nova Scotia, as well as southward, by lines already existing to Boston and New York. At the frontier of Canada it again unites with other lines to Boston and the great manufacturing districts of New England. From Richmond it runs eastward to Quebec and Trois Pistoles, 253 miles, giving direct access to the great shipping port of Canada in Summer, and hereafter by rail to the Atlantic at Halifax by Trois Pistoles and Miramichi, forming the only route to the great fisheries of the Gulf of the St. Lawrence, and the eastern timber, coal, and mineral district of New Brunswick. At Montreal it again meets three railways now in operation between Boston and New York. At Prescott it receives the tributary line from Bytown and the west timber districts of the Ottawa, sixty miles, now in course of early completion; and on the opposite side of the St. Lawrence, the Northern New York road to Ogdensburg will pour its stream of passenger traffic upon the Trunk Line. At Kingston the Rome and St. Vincent railroad, also from New York, becomes its tributary. From thence to Toronto it receives the entire produce of the rich country North of Lake Ontario, through the channel of Belleville and Peterborough branch, and several other new lines already in progress to construction, and all tributary to the Main Trunk Road. At Toronto, the Ontario, Simcoe, and Huron Railroad, 100 miles, now nearly finished, pours in the traffic of the region around Lake Simcoe and Georgian Bay. At the same point is also met the Great Western Railway by Hamilton to Detroit, 210 miles now in a forward state of completion, by which communication is had with the southern part of Western Canada, as well as with the Railways in operation from Detroit to the States of Michigan, Illinois, and Wisconsin.

From Toronto, westward, the line passing through the heart of the western Peninsula of Canada, ensures to the Grand Trunk the exclusive traffic of the finest part of the Province; while at its terminus at Sarnia it debouches at the very outlet at Lake Huron, avoiding the

shallows of the Detroit and St. Clair Rivers below—a point the most favorably situated for the navigation extending through Lakes Huron and Michigan, and hereafter through Lake Superior. At Sarnia, the American railroads now in course of construction place the Grand Trunk Line in the most direct communication with the arterial line to the Great Western and the Mississippi, a region whose advance in population and wealth has been regarded as almost fabulous, and yet whose resources are still very partially developed; while the traffic of the copper and iron districts of Lake Superior, the most valuable and extensive in the world, with the coal of Michigan, will accumulate on the railroad at this point, reaching ocean navigation at Montreal in much less time and by the same mileage that it can now pass by boat to the waters of Lake Ontario, 350 miles above that city.

The Grand Trunk Railway of Canada, it will therefore be seen, commencing at the debouché of the three largest lakes in the world, pours the accumulating traffic in one unbroken line throughout the entire length of Canada, into the St. Lawrence and Quebec, on which it rests on the north, while on the south it reaches the magnificent harbor of Portland and St. John's on the open ocean. The whole future traffic between the western regions and the east, including Lower Canada, parts of the States of Vermont and New Hampshire, the whole of the State of Maine, and the Provinces of New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, must therefore pass over the Grand Trunk Railway.

This great and comprehensive scheme of railway communication throughout the most wealthy, populous and important colonial dependency of Great Britain, is not now offered as a new project to the public. It comes with the guarantee of the Province of Canada, which has embarked upward of two millions sterling in the enterprise; it is supported by the most intelligent, far-sighted men in the colony; and it has the security of nearly half a million sterling of private Canadian capital invested therein, while a conviction of the great benefits of unanimity has provided a combination of railway interests probably never before seen, and ensuring such an energetic and harmonious working of the entire line, as cannot but produce the most satisfactory results.

The Grand Trunk Railway does not rest for its success altogether on anticipations. The entire section from Portland to Montreal, of 290 miles, is now in operation for 250 miles, and will in July next be fully connected, making the shortest and most easy communication between the River St. Lawrence and the Atlantic Ocean. This part of the line forms in itself a complete railway, opening up an entirely new channel for the Western trade, and giving an outlet in winter for the produce of Eastern Canada as well as that of Western Canada east of Kingston. The line from Quebec to Richmond brings Montreal and Quebec within six hours of each other, and opens to those cities the most direct access to the ocean at Portland, Boston and New York, passing through a most populous and fertile part of Eastern Canada. To Montreal, until the completion of the western section of the Trunk Line, the produce of the countries surrounding the great lakes is brought through the most magnificent inland navigation in the world; and the opening of the line to Portland at once secures the supply of the markets of Maine, New Brunswick, and Nova Scotia with bread-stuffs, receiving in return, viz: Portland, British and American manufactured goods, West Indian produce, &c. The lines from Montreal to Portland, and from Richmond to Quebec, already known as the St. Lawrence and Atlantic and Quebec and Richmond Railways, will be in full and continuous operation in the course of the present summer, comprehending 390 miles of railway, for which the capital has been entirely provided with a very small exception. The receipts on 72 miles in Canada, from the mere local business, from the first twelve months from their opening on the 20th of October, 1851, were £31,000. On 91 miles of the line from Portland, now under lease, were, for the same period, £18,000. Assuming the same rate per mile on the entire distance of 394 miles, a gross income of £172,300 will be at once obtained from local business; while the total traffic, if estimated by the receipts per mile of the Ogdensburg road, £25 per mile per week, the latest American railroad offering any parallel, will amount to a sum of £507,000, independent of the great future development of the country opened up by the line. It may be assumed that the revenue of the Company, from the sections to be completed in 1853, will not fall short, at once of 301,240 per annum, net, allowing 50 per cent. for working expenses and deducting £60,000 for lease of Portland line, would leave nearly equal to the charge for the entire mortgage debt of the Company, and thus from actual present earnings securing to the bondholders their interest on all the capital intended to be raised by debentures.

It is proposed simultaneously with the construction of the railroad westward, to proceed with the bridge over the St. Lawrence at Montreal. A work of this stupendous character, required to span a navigable river of two miles in width, can only be undertaken by a large combined capital, and is justified by its paramount importance. The site selected is at the sole point of the river St. Lawrence, from the great