

look through the Young Ladies' Seminary, when in full operation, after mid-summer holidays; let him stand at the depot of the Great Western Railway and mark the bustle and activity at the arrival and departure of every train; see the long train of freight cars, bringing the products of foreign manufacture for consumption here, or carrying away consignments from large city wholesale firms to distant parts of the Province; let him take his stand on the brow of the magnificent Mountain which flings its grassy summit against the southern sky, and see the multitude of persons surging along the principal avenues of trade, the countless chimneys of mechanical industry, the magnificent carriages and costly equipages rolling along James or King street; the palatial suburban mansions, the seat of wealth, comfort and literary retirement—let him survey the busy hive at his feet—restless, sleepless, tireless yet hopeful, and say whether the community of interests, the fusion of national restraints, and the commercial fellowship which have built a city of twenty thousand people, do not promise still greater results.

The temporary embarrassments under which the city now labors, has retarded but not destroyed, the enterprise of its citizens. In 1850—twelve years ago—the population, according to authenticated census returns, was less than 11,000. It was 25,000 in 1858, and in the three following years lost a third of its population. It was 19,000 at the census a year ago, and has now risen to 22,000. The rental or assessed annual value of the city was, in 1857, one million of dollars, while it is now about half that. If financial matters were arranged, Hamilton would again prosper as before, and double itself in ten years, as it did between 1848 and 1858. The years of extraordinary prosperity which immediately preceded 1857, drove Hamilton, in common with almost every town and village in Canada, into a whirlpool of speculation. While the good times lasted, money was plentiful; real estate changed hands at fabulous prices; the common laborer could make almost as much in a day as he now can in a week. At a period when everybody was making a fortune, the City Council could not refrain from entering into obligations which subsequent changes have turned into disasters. Had the same prosperity which characterized '53-4-5-6 continued, the probabilities are that the anticipations of the Hamilton City Council would have been realized. The Port Dover Railway might have been in operation, the Preston and Berlin Branch might have paid, and possibly the Galt and Guelph line might not have been a total loss to the city. But kind Fortune does not smile sweetly always, or prudence might be dispensed with in travelling the uneven journey of every-day life. Who ever heard of good luck continuing for ever? A reverse of circumstances burst like a thunder cloud on Canada in 1857, and scattered the dreams of speculators. Hamilton did not escape the consequences of civic imprudence.

THE WHOLESALE TRADE of Hamilton is greater and more attractive of distant buyers than that of any other city in Canada, with the exception of Montreal. Some of the most extensive wholesale