

escape Scylla, it is sure to fall into Charybdis. But we are digressing from the purpose of our remarks, which was simply to announce the opening of the Grand Trunk Railway, and to remind our mercantile friends of some of the advantages which the completion of that truly national work has conferred upon them.

Five years ago it was necessary to have all goods for the West shipped by the middle of November to insure their arrival, and the Upper Canada merchant was under the necessity of keeping on hand a much heavier stock, in consequence of the impossibility of transporting goods during the winter unless at an enormous cost. On the other hand, whatever might be the state of the markets or the prospect of a fall in prices, his produce must be held over till spring. It is true the completion of the American railways to the frontier, and the passing of the Reciprocity Treaty, would have afforded, at many points, a means of communication and transport, independent of the Grand Trunk, but in a national point of view, and looking at the interests of the whole Province, no other work, it appears to us, could have conferred the same advantages upon Canada. The closing of navigation, formerly the signal for a suspension of business, except within a very limited circle, has now lost its terrors, and the welcome faces of "good Upper Canada buyers," thanks to the Grand Trunk, may be seen in January as well as in June. Christmas must surely look brighter to the city merchant when the four months of "gloomy winter," which he formerly saw before him, are dispelled by the shrill whistle of the locomotive, conveying to him the comfortable assurance that his numerous western customers are still within the circle of commercial intercourse.

It is only by a retrospective view that we can discover the ground we have gained, and a few facts which came immediately under our own observation may help, at least, to show that if the country has paid pretty dearly for the Grand Trunk, the advantages have not been all on one side.

During the winter of 1854, and just before the opening of the Navigation, the writer had occasion to ship about a ton of goods to Upper Canada. He employed a team to take them to Kingston, paying at the rate of five dollars per day. The teamster appeared at the end of sixteen days and was paid \$80 for his trip, and so severe was the weather and impassable the roads, that we have no hesitation in asserting that a friend of ours went to Fraser's River last summer, and returned, without having suffered so much in appearance. This may appear an extreme case, but there is scarcely a merchant in Montreal who does not remember that the rate of freight, by Express, from Montreal to Toronto, *via* Albany, was \$6 per cwt. or \$120.00 per ton, and that hundreds of parcels of goods were sent at that rate. Again, in the winter of 1855, the writer had occasion to visit the Upper Province. He went to Brockville per Grand Trunk, which was then open; thence to Antwerp in the State of New York, 30 miles by stage; then by railroad to Watertown and Rome, where he took the New York Central to the Suspension Bridge, and then the Great Western to Toronto. He was detained three days at Antwerp by snow storms, detained again two days at Watertown by the same cause, and, finally, reached Toronto on the eighteenth of the month, *having left Montreal on the eighth*. Several Canadian M.P.P's made the trip at the same time.