

Western Railway, with which it is in friendly connection, and which will find in the Great Western the shortest and most facile connection between the two systems. The through travel which these lines will carry to and from the Great Western line, is immense; and no one not acquainted with the vast tide of travel which is constantly flowing between the Eastern and Western States of America, can form any idea of the amount of business which will be carried along the Great Western line. Nature has placed that part of Canada traversed by the Great Western in such a position, as to make that line, in point of time and distance, immeasurably superior to any other route which can accommodate the same travel. Any attempt to force that travel by a more northern route, which would be tried if the Grand Trunk succeeded in securing the Great Western Line, would result in the entire loss to Canada and its Railways of that vast tide of traffic which has been referred to, and which will, in the opinion of the best informed Railway men on this continent, make the Great Western the best paying stock on this side of the Atlantic.

Look at its feeders. On the one side, the New York Central lines, which have paid 10 per cent. dividend, doubled their capital without making any calls upon their shareholders, and with a traffic which is increasing at the rate of 25 per cent. per annum, bidding fair even now to pay 10 per cent. on its doubled capital.

On the other side, are the Michigan Central and Southern lines, the first of which has paid dividends of from 10 to 14 per cent., and is connected with about 1500 miles of Railway, stretching through the most flour-