

Lake region; of our own country, and the shores by which we are on three sides invested. Beginning with Lake Superior, we find that in the fall of 1854 the Sault Ste. Marie Canal was completed, and during the season of 1855, copper and iron to the value of \$2,700,000 passed through it. Seven States of the Union border the Lakes on our shore, Western Canada embraces them on the other. The population of the seven Lake States, according to the census of 1850, was 9,784,550, or 16,062 inhabitants more than the aggregate of the twenty-four remaining States of the Union. The total value of the Lake commerce was \$608,310,320 in 1855. This commerce was conducted by 9,000 vessels, American and Canadian, having an aggregate tonnage of 3,561,249 tons.

* * * Ample practical proof has been afforded during late years that the Northern shores of Lake Huron are well adapted for agricultural purposes, and that inland valleys, some few miles from the Lake, support a magnificent growth of hardwood timber, a sure sign of the adaptation of climate and soil to the most important operations of husbandry. A great mining population is rapidly pouring into the Lake Superior Basin, and the country of the ancient miners resounds once again with the clamour of human industry, assisted by all the energy, enterprise and ingenuity of the Anglo-Saxon race. How little is generally known of Pembina, and the settlements on the Red River, between the 48th and the 50th parallel of latitude; and yet, in the valley of that remote river, a population of 9000 find abundant and well recompensed employment in the cultivation of wheat, potatoes, and other agricultural productions. Even at Fort Garry, eighty miles north of Pembina, and on the borders of Lake Winnipeg, forty bushels of wheat to the acre are raised; and like the valley of our own Thames, the yield is still fifteen to twenty bushels, after twenty years of cropping; and this fertility and luxuriance obtains 200 miles North of the latitude of the South shore of Lake Superior.

AVENUES OF WESTERN TRADE.*

Of the future greatness of the trade of the North-West, we need neither illustration nor argument to convince us. Its development during the last twenty years, from nothing to a

* Hunt's Merchant's Magazine, Aug. 1856. By T. C. Clarke, Esq., C. E.