

any portion of Upper Canada, of similar extent. The soil is exceedingly fertile; and while the surface is sufficiently diversified to give rise to numerous streams, furnishing abundant water-power for converting the natural products of the soil into suitable articles of commerce, and creating many navigable lakes and rivers, a small proportion only of the land is unfit for cultivation. Of the 986,000 acres comprised in the townships tributary to the section of the Railway east of Montecello, there are probably not 86,000 acres that will long remain unproductive.

The superiority of the alignment or course of this Railway will be readily perceived, when it is recollected that the ultimate market for the productions of the tract of country intersected by it, as well as the marts which yield the manufactured articles required therein, both lie eastward and southward of its southern terminus; so that those productions, in seeking an outlet to the Grand Trunk Railway, or the navigable waters of Lake Ontario, as well as the merchandise and manufactures imported into the same tract, are, in the whole course of their movement, proceeding by the most facile route to their natural destination.

The contract entered into by the Company chartered for the construction of this Railway, provides for its being completed to the western limit of the township of Mariposa. To this point, namely, at the village of Montecello, 55 miles north-west from Port Hope, the route is surveyed and located; and the project is here treated as if it was not intended to carry the line further for the present. But a careful examination of the map of North America will satisfy any one that the extension of this Railway to Lake Huron, promises advantages which must ensure the early completion of it to Georgian Bay (a distance of 107 miles from Port Hope, by the surveyed line), and secure for it, when built, a remunerative share of the trade of the Great West. From Montecello to Beaverton, on Lake Simcoe, 69 miles from Port Hope, the location is also made. Thence to Georgian Bay, the country has been thoroughly explored, and a preliminary survey made, exhibit-

ing
has
Ho
the
pay
sho
dou
nex
I
Zim
thin
of c
the
Lon
pay
exc
of
into
twe
mus
the
nat
sign
by
the
ove
exp
Bo
lim
Lin
pro
The
assu
and
are
by
thes