

the business which presses upon it from the West. The comparative growth of traffic since the opening of the line has been very remarkable. A glance at the following tables will show the rapidity and stability of this progress:—

HALF YEAR ENDING	Value of Local Traffic.	Value of Foreign Traffic.
31st July, 1854.....	£79,665	£70,400
31st January, 1855.....	101,600	90,109
31st July, 1855.....	108,818	140,374
31st January, 1856.....	157,540	162,325
31st July, 1856.....	169,741	143,734

* * * Starting with the proposition that the great lines of through traffic from frontier to frontier, rest upon the most secure basis, we may contemplate with all confidence the construction of the great Southern Line, from Buffalo to Amherstburg, and another Northern Line from Guelph to the mouth of the Sauguen. We may advance a step further, and in pursuance of a bold Railway policy, looking to the future rather than to the immediate present, hint at the construction of a Sault Ste. Marie and Ottawa trunk line, to bring the boundless mineral region of the Lake Superior basin, within the limits of our industry, and to pay tribute to our enterprise. No one, however sanguine, ventures to predict the political importance of the Northern valley of the Mississippi, and East of the valley of the Missouri, twenty years hence. We vainly endeavour to picture its gigantic future, in contemplating its wonderful rivers, life arteries of communication, traversing valleys of wide extent and endless fertility; its huge coal beds, easily accessible, and offering, even at the surface, the means of making available the inexhaustible treasures of iron, copper and lead, which spread themselves out South-West and West of the Lake Superior Basin, and oppose, by their bountiful distribution, many of the disadvantages of climate and isolation. The Missouri River, in latitude 44°, flows for hundreds of miles in a Northerly and North-Westerly direction, through the longitudinal centre of North America, and now marks the extreme limits of settlement and civilization. In ten years hence, the Missouri, North of Council Bluffs, will be thickly settled as far as the great Westward bend; and Minnesota, lying between that mighty stream and Lake Superior, will account itself an old State.

* * * To be convinced that we live amidst the most productive elements of Railway progress and enterprise, we have only to consider the present position of the commerce of the