

The section west of Toronto to Sarnia passes through the towns and villages of Weston, Brampton, Georgetown, Acton, Rockwood to Guelph, Berlin, Peterburg, Hamburg to Stratford, where it is intersected by a proposed line from Goderich, 45 miles north (for which £125,000 has been already raised by municipal subscription), thence through or near Downie, Fullarton, Blanchard, Osborne, Biddulph, Bosanquet, Warwick and Plymton, to the outlet of Lake Huron and the western extremity of the province at Port Sarnia; the whole course of the line being through the finest section of Western Canada, a district already well peopled, and most rapidly advancing in population and wealth.

It will therefore be seen that the western section of the Grand Trunk line, in its connexions, embraces the whole of Canada West, a district of 32,000,000 of acres, with a population doubling itself every ten years, and which, with a limited exception, must find in the Grand Trunk Railway their speediest, most direct, and cheapest intercourse; having neither local railroads nor canals to compete with.

The past and present position of Canada is so ably stated in the despatch from his Excellency Lord Elgin, the Governor-General, dated 22nd December, 1852, and published by order of the House of Commons, that it is printed herewith, together with other information bearing generally on the prospects of the railway.

The route traversed by the Grand Trunk Railway and its tributaries will be found set forth in the accompanying map.

That portion of the Great West, situate at the western extreme of the basin of the St. Lawrence, has received a larger share than any other portion of the country of the valuable addition to its riches, arising from the industry, intelligence and wealth of the hundreds of thousands who, within a comparatively brief period, have migrated to these regions.

Independent of the local traffic peculiar to this section, both in passengers and goods, through traffic of more than ordinary extent, consequent on its geographical position, may safely be calculated upon.

Not the least important branch of traffic will arise from the Ocean Steamers communicating with England, making Portland and, hereafter, Halifax, the port of embarkation, as the nearest and most accessible on the continent of America.

A further and important consideration in connexion with Portland, St. John's, and Halifax, is, that the navigation being never closed by ice, produce may, on the completion of the Grand Trunk Railway, be shipped there when otherwise there would be no ready means of forwarding it to Europe.

Thus, with the exception of that portion through Nova Scotia to the port of Halifax (about 150 miles), the entire length of 1,400 miles, both by the southern route through the state of Maine, and by the northern route by Trois Pistoles, is for a great part in course of construction, and the remainder will shortly be commenced under highly favourable auspices, the immediate prosecution of that portion through Nova Scotia being now under the consideration of the Government of that province, whose future interests are so largely compromised in the speedy and perfect completion of the project, as to ensure their best and strenuous efforts for its early accomplishment.

ESTIMATES OF REVENUE.

The revenue from local business has been demonstrated by A. C. Morton, Esq., the distinguished American engineer, in an elaborate report addressed to the Governor of the state of Maine, to average, on the New England and New York railways, brought within the sphere of their action, three dollars, or 12s. 6d. sterling per head of the whole population. To apply this result to the population of Canada, which is in no respect inferior, might be considered as assuming too much, and for local business the population of the districts actually passed through will alone be taken. They amount to 740,000, which, at 12s. 6d. per head, will afford £462,500.

In this estimate nothing is put down for the passengers and traffic flowing on the Trunk Railway from the Bytown, Peterborough, Ontario, Simcoe, and Huron, and especially the Great Western of Canada railways. These lines together embrace a population of 363,000.

The through passenger business from Europe and the American Atlantic states to the Great West is enormous, the emigration from Europe alone amounting to nearly half a million of passengers annually, almost all seeking a new home in the fertile regions around the Great Lakes; while the business intercourse between the American population around the Great Lakes and that in the seaboard states, embracing together a population of six millions, is already immense, and daily increasing. As the Grand Trunk Railway will be the only united line on which passengers can pass without interruption or detention, as it is the easiest and most direct, it may safely be assumed that the traffic arising from this source between Montreal and Sarnia will not fall short of £125,000 per annum.