

steamers, with excellent accommodation, making their daily trips between Quebec and Toronto. By the improvement of the St. Lawrence, and by the magnificent Welland Canal which now yields a revenue above £50,000 a year, an uninterrupted navigation is open for vessels of 350 tons burthen, from the Atlantic to the western extremities of Lake Huron and Lake Michigan ; and it will not be long before they gain access into Lake Superior. There is now building at Kingston, a vessel of 400 tons, which is advertised for a voyage direct from Toronto to London, in the spring. Besides some thousands of miles of passable country roads, made by the application of the annual statute labour, with occasional assistance from public funds, there are some hundreds of miles of macadamized, gravelled, and plank road ; and not less than 800 miles of railway contracted for and in progress. We have a perfect telegraph line from Halifax, through Quebec, Montreal, &c., to the western extremity of the province, with branches to almost every populous village, and the same facility for instant communication with towns on the Mississippi and the American cities throughout the Union.

Letters and newspapers from England have reached our post office in this inland situation (500 miles from the sea) in thirteen days in the depths of winter, and in fifteen days they are looked for with as much confidence, and with less chance of disappointment than attended our communication with Montreal in Mr. Gore's time. In those days, indeed, it was not an uncommon thing for the London November mail to be received in February, and sometimes in March. We have now three distinct communications by water from this city (which

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