

alleled, but opening out new fields of enterprise, and establishing new centres of industry, where five years before existed desolate and uninhabited wilds. Every mine opened on the South shore of Lake Superior, benefits us on account of our geographical position; and whatever may be said of the prospective wealth and importance of that extensive mineral region of our neighbour's may be said with equal confidence of our own. So with respect to every additional acre cultivated in Iowa or Minnesota; it adds its mite to the traffic which is filling to excess every avenue of communication we have opened between the west and east; and our future difficulty will be to keep pace with the increase of those accumulations which will seek to be set in motion from the commercial centres of the north-western lakes.

"OUR RAILWAY POLICY."*

It has often been asserted that the geographical position of Canada, and particularly of the Western Peninsula, is of the utmost value to her future progress and prosperity. Her fertile territory is thrust like a wedge into the heart of a foreign country of vast extent and unequalled capabilities. The growth of the Western States, coupled with their dependance upon the eastern markets for the consumption of their surplus productions, invests all means of communication with an interest proportional to the facilities they afford for rapid and cheap transit. No wonder then, that the West, seeking the Eastern seaboard, should anxiously endeavour to secure a short route across the territory of Canada. Hence it is that the through traffic forms so important an item in the business of Canadian railways, and is always an object of the highest interest in the projection of our new lines. The main lines, it will be observed, on inspection of the map, run from frontier to frontier, or from the port of an upper to the port of a lower lake. Detroit to Hamilton and Niagara river; Goderich to Buffalo; Sarnia to Toronto; Collingwood to Toronto; and how fully do the returns, of the great links of communication, which have had a fair trial indicate the source of the support they already receive, and to which they look forward with increasing confidence. The capabilities of the Great Western Railway are already strained in the endeavour to conduct

*The Canadian Almanac for 1857, page 30.