

led, yet but partially cultivated Districts, but offers by its connection with Lake Simcoe an outlet to a tract of country, the trade of which is equivalent to that of an extended length of 50 miles.

With reference to the "through" route, although its importance and value will so soon cease to be speculative, it may not be inopportune for me to revert briefly to the considerations which weighed with its early promoters, whose views are daily receiving confirmation, and will doubtless be practically realized, when the Road shall have been put into operation.

It has always been urged that the trade of the North Western Territory of the United States, as well as that of the mineral regions of Lake Superior, would find a cheaper, more facile, and rapid outlet to the Atlantic, by your Road, than by any other possible line of transit. Nothing has yet occurred, or is likely to present itself, to weaken this position. Of all the enterprizes constructed or contemplated, whether we regard the Great Western Railroad with its Terminus at Windsor, the Grand Trunk Line, with its depots at Sarnia or Goderich, or your more remote rivals on the southern shores of the Lakes, none can enter so successfully into competition with this route as to divert from it trade, naturally its own, of Northern Michigan, Wisconsin, Iowa and Minnesota, for whilst your northern terminus is nearer to the Straits of Mackinaw, and therefore to Milwaukee and Chicago, by water communication, than are the Huron Termini of either the Great Western or the Grand Trunk Railways, your Road is very considerably shorter than either. In both water and rail transit, therefore, your route will offer the unquestionable advantages of the delivery of freight from the West, on Lake Ontario, and thence eastward to the Atlantic, at charges much lower, and at great-

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