

freight would be similar to the enlarged Welland Canal or about 8½ millions of tons per annum, and for carrying which, supposing the time necessary for the passage of a vessel to be estimated at twelve days, there would require to be constantly in the canal 550,000 tons of shipping representing a capital of \$44,000,000

COMPETING RAILWAYS.

Competing with the canals for the lighter freight during the season of navigation, and with each other for the passenger business as well as for such heavy freight as is carried forward during winter, there are two great lines of railway already in existence between the head of Lake Michigan and the eastern sea board, besides the Grand Trunk which will be a competition in the same field within the next few years.

The Great Central line is formed by the Michigan Central, the Great Western of Canada, the New York Central and the Hudson River, in the construction and equipment of them there is invested, in the

Michigan Central	282 miles	\$11,106,473.
Great Western of Canada	229 do	14,000,000.
New York Central	303 do	27,360,731.
Hudson River	144 do	12,737,898.
	<hr/> 958 miles	<hr/> \$65,205,102.

What may be denominated the southern route embraces the New York and Erie, that portion of the Lake Shore Railroad west of Dunkirk to Cleveland, the Cleveland and Toledo and the Michigan and Southern and Northern Indiana railways, the mileage and cost of which are represented as follows:—

New York and Erie	459 miles	\$33,742,317.
Dunkirk to Cleveland	*143 }	
Cleveland to Toledo	*113 }	10,000,000.
Michigan S. and N. Indiana	243	11,645,000.
	<hr/> 697	<hr/> \$55,387,317.

The Grand Trunk Railway extends from Portland in the State of Maine to Stratford, and is in course of construction to Sarnia on Lake Huron, the distance is 928 miles, and when completed and equipped will represent a capital (including the Victoria Bridge) of not less than \$55,000,000

From Port Sarnia the immediate connection of this line with the western trade is intended to be affected by the Northern Michigan Railway to Grand Haven, this, however, involves a steamboat communication across Lake Michigan, subject to interruption during the winter, its most reliable communication will therefore be by an extension of the Michigan Central to Fort Huron opposite Sarnia, the length as before being 235 miles, and the cost

11,106,473.

The whole line being 1213 miles and cost about

\$66,106,473.

(To be continued.)

* I have no accurate statement of the cost of these lines.