

completion of the Pacific Railway has stimulated railway and commercial enterprise along its entire route. Kansas, Missouri, and the entire west are everywhere establishing branch lines with the main arteries of travel. Every town in the west and north-west is completing some missing link, and in the South railway progress is as rapid as the available capital of the respective States will permit.

When one considers that the the line of railway, which starting from Metford, in the State of Maine, where the American system begins, forms a chain of unbroken links all down the Atlantic seaboard to Florida, and that along the Northern boundary of the States the railways border the St. Lawrence and the great lakes very closely in the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Wisconsin, to the Mississippi, then along the course of the Missouri and Mississippi and in the several States and territories of Minnesota, Iowa, Missouri, Illinois, Arkansas, Mississippi, Texas and Louisiana, and that the locomotive now whistles along its way to California over regions where but a few years ago the Indian reigned supreme, one is not amazed at the greatness of that country. The man who reflects that the four miles of road from the Quincy Mines to Boston should have terminated in such results in less than 53 years cannot fail to be awe-struck at the greatness of American enterprise. When, in 1830, Mr. Redfield proposed the construction of a "Great Western Railway," of 1,000 miles, from the Hudson to the Mississippi river, the thing was considered magnificent, but it was left to be realized by a series of lines stretching across the whole region. The same difficulties were not met with when Mr. Whitney undertook, if congress would grant a sufficient breadth of land, to lay down the line, with funds raised by the sale of the land on either side. The scheme had previously been discussed at St. Louis in 1849 at a railway convention attended by 465 delegates, but it required the land which, later on, was obtained to undertake so grand a scheme as building a railway to California.

A reference to *Poor's Railway Manual* will shew that the aggregate net railway tonnage of the United States is 72,000,000 tons which, at an average value of \$150 per ton, amounts to the enormous total of \$10,800,000,000 or more than three times the amount of the United States debt. Now what was the tonnage in 1851? Just 5,000,000, representing a value of \$750,000,000, it increased, as stated, in 1869 to 10,800,000,000, being an amount fourteen times greater than 18 years before. It is estimated that the Railway tonnage of the United States increases annually at the rate of about *one fourth* of the amount of the funded debt of that country. But,

above all things, it is worthy of remark that owing in part to the policy of the American Government in dealing with the railway interests of the country that the railway commerce of the United States amounts to *six times the original cost* of the railways.

THE PROSPECTS OF OUR CITY.

The old system of doing business in this city is dying out fast, very fast. We all feel that things are not as they used to be—no calculations are now based upon the construction of ships. The manufacture of sawn lumber has, to a certain extent, shifted the basis upon which calculations for the square timber were made. We will not affirm that it has altered that trade, but it has gauged the value of square timber upon home prices. What we want is that the producer should regulate the price of his product, and in the lumber trade things are fast arriving to this. We are more independent of the English market than we were, and in this a great improvement is evidenced. This will be understood when it is remembered that some few years ago the Ottawa sawn lumber trade was only 30,000,000, now it is 300,000,000, and this though it has not diminished the production of square timber, has had the tendency of fixing its value here as a commodity that can be manufactured. Why the square log cannot be manufactured here for the European market is what we cannot understand. In woollens formerly we paid higher prices than we do now, and that woollen goods are imported upon a basis of *home prices* is a sign of our progress.

The incidental protection given to material of Canadian manufacture some twelve years ago made Montreal; and it is worthy of remark that every article protected could be manufactured in this country cheaper than we could import a single article for. We do not want to exclude foreign goods, but give the Canadian manufactures a fair protection and they must succeed. Here in Quebec, for the moment, we seem a little backward, but we are only looking out for new branches of industry, and those who have taken to manufactures have set an example that will soon be followed. Our superior geographical position, as the central city of the Dominion, has its advantages, and those who cry down this city will find out their mistake later on.

QUEBEC & GULF PORT STEAMERS.

The steamers of the above line, are now going into winter quarters. Prompt and regular were their trips throughout the season; and the comfort and cleanliness of the vessels, and kindness of their commanders, made the Gulf Ports steamers comfortable to all who travelled by them. The company's

annual trade has been good and remunerative and we have no doubt this news will be hailed by the stockholders, who are chiefly residents of this city, with delight. Notwithstanding the incessant difficulties the subscribers met with in establishing the line, they have succeeded in making it a successful one and a credit to the city. We congratulate the President and his Directors as well as the energetic manager, Mr. Moore, upon their success.

QUEBEC AND NEW BRUNSWICK.

The delegates from New Brunswick, now here with a view of obtaining aid to build a road from River du Loup to Woodstock, it is to be hoped will succeed. The liberal provisions made by the Local Legislature of New Brunswick, at its last session, to open a direct railway communication with our province and the Dominion deserve to be met by us, and the country generally, in a liberal spirit. Our Local Government will not, we are sure, deny its aid to this enterprise, which must be commenced, by the laws of New Brunswick, in their section within three years. The whole matter is under consideration, and we have no doubt the Government of the province will arrange it so that our section of the road, from River du Loup to the province line, 60 miles, shall be built. The deputation, Messrs. Senator Wilmot, Provincial Secretary Beckwith, and Messrs. Connell, Ketchum, Tibbits, and Lawrence, had a conference with the Council of the Quebec Board of Trade, on Wednesday last, at the Board Rooms. We are pleased to hear that a spirit of Railway enterprise is arising amongst us, and hope it may be productive of satisfactory results in developing the country, and giving increased facilities for transport and travel. The Quebec and New Brunswick Railway will connect River du Loup with Woodstock, thus giving us uninterrupted communication by rail with Fredericton and St. John. We cordially approve of the action of the Board of Trade because the construction of these railways would provide a comparatively short route entirely through British territory from Quebec to two British Ports open all the year round,—because it would greatly benefit the trade of the City and Province of Quebec, by opening up a large business with the valley of the St. John in lumber, and in supplying the lumber interests of New Brunswick and a portion of the State of Maine with breadstuffs, provisions and manufactures, now procured at heavy cost from the United States,—because such a blending of commercial interests and increase of trade, would tend to cement the intercolonial union, open up new fields for the lumberer, promote the settlement of uncultivated lands, and add to the general prosperity of the Province of Quebec.