

might be reduced to 2½d. per gallon, or even lower. The room for an extension of the trade is therefore beyond calculation. At one of the flowing wells the oil rises from a depth of 234 feet at the rate of 25 barrels, or about 1,000 gallons per hour; much of it is allowed to run to waste from the inadequacy of the supply of barrels, and of the other means to store it. At another well the supply is alleged to have poured forth at the rate of 70,000 gallons a day, uninterruptedly, except when the opening is plugged, since the 16th of January last. A third well exists of a similar capacity; and the other wells, which require labour or machinery for pumping, are innumerable. The latter, however, at present prices, do not pay for working, since the proprietors of the flowing wells are of course ready to part with their produce at rates which are little more than nominal. The United States' wells in Pennsylvania are equally if not more extensive, and the quantities of oil seeking transport to New York and Boston are said to be far beyond the present carrying power of the Atlantic and Erie Railways. Under the circumstances the preparation of a sufficient rolling stock, and the completion of the short links which are to bring the districts into direct connexion respectively with these lines in the United States, and with the Great Western in Canada, will be awaited with general interest."

There is no doubt as to the amount of supply of the Canadian Oils for ages yet to come. The area of the "oil-fields" formation has been pronounced by the Government geologists, in their Report on Western Canada, to extend under 7,000 miles in the Canadian provinces. To control the astonishing abundance of the yield, and to keep it in store, not until a market can be found—for that has been accomplished—but until the means of reaching that market can be obtained, is the problem of the day. Capital has to be organised, refineries established, docks secured, ships purchased, a railway system perfected, before the great fact of the mutual enrichment of England and Western Canada, by dealing with the goods provided for them by Nature, can be brought about and perfected.

The European markets afford a great field. In England, France, and Germany, every promise of a mighty commercial success seems likely to be realised.

Much has already been done, and many sacrifices have been made; all that was required of them patiently endured by our brethren on the other side of the water; they have now by corduroy roads and a new railway branch,—not only projected but absolutely in course of construction, and to be finished in the course of the present summer,—brought the oil down to a port on the Lake St. Clair, which places their produce in connection with the Great Lake, River, and Canal communication of Canada, and enables it to be brought direct and in unbroken bulk from the extreme of Canada West to the Port of London, or any other port and harbour of the world. What is now required is, that the English capitalist should meet his Canadian brother on the shore with ships ready to receive his barrels, purchase from him the immense wealth he has drawn from the