

This wonderful progress is not to be attributed to any one cause: the exodus from Ireland, Germany, and Norway, the adoption of a Free Trade policy by England, the expenditure of about \$1,000,000,000 on railroads and canals—all these have powerfully contributed to make the lands around the lakes attractive to capitalist and laborer. But not the least among such causes, and one which especially concerns commercial men, has been the enactment of the Reciprocity Treaty and the freedom of trade which these regions have consequently enjoyed.

The Lakes and their connecting rivers have a coast line of upwards of 4000 miles—half British, half American. At numerous points Canada and the States actually indent each other. Here Canadian, there American railroads and canals offer to the joint commerce of the two countries the shortest transit, the cheapest and most rapid means of conveyance from East to West. Here

1862,	"	.....	137,772,441
1863,	"	.....	138,798,074
1864,	"	.....	100,607,384

The above figures are from a paper read by the author before the Literary and Historical Society, Quebec, supplemented as to 1863 and 1864 by those in the report of the Montreal Board of Trade, 1864, from which we take the annexed table, showing the manner in which this grain reached the Eastern States and Provinces in 1863.

Received at	Flour, brls.	Wheat, bu.	Maize, bu.	Other Grain, bu.
Western Ter. Baltimore and Ohio R. R.	750,000	.....	.....	450,000
Western Ter. Penn. Central R. R.	850,000	.....	.....	1,800,000
Detroit.....	1,060,026	1,774,726	338,295	681,523
Toledo.....	1,126,260	6,194,130	1,705,096	795,933
Dunkirk.....	620,230	86,905	191,035	11,789
Buffalo.....	2,978,089	21,240,348	20,086,952	8,385,945
Suspension Bridge.....	775,000	.....	.....	1,500,000
Genesee.....	1,500	85,000	.....	25,000
Oswego.....	115,292	8,785,425	2,676,367	2,364,169
Cape Vincent.....	24,236	206,856	81,698	15,730
Ogdensburgh.....	475,465	600,299	1,057,299	25,000
Montreal.....	1,193,286	5,509,142	862,544	1,413,958
Total.....	9,969,384	44,482,831	26,999,276	17,469,047