

precarious descent. No one doubts that the more rapid and safe the communication between East and West, the more sudden and elastic will be the ebb and flow of that mighty commercial stream whose course, if wisely, though ever so gently, directed in the first instance, will soon carry away every obstruction and impediment, to its perfect freedom. Now look at Western Canada, and see the barrier which this wedge-shaped country introduces between the east and west; happily it is only a physical barrier; formerly it was also a political and commercial one. As a physical barrier what has high art and generous enterprise done to bring nearer to one another the fruitful west and the insatiable east. We have now in active operation the Great Western, (Lake Huron and Lake Ontario at Hamilton; and State of New York at Suspension Bridge, 220 miles,) the Northern Railway (Lake Huron and Lake Ontario 96 miles,) traversing the barrier; and the Welland Canal, (Lake Erie and Ontario,) letting down the produce of the west to the level of Lake Ontario, without breaking bulk. Are these means of communication taxed to the full; the Welland Canal thronged to the utmost, answers for itself; the Great Western Railway for half its length as a mere preliminary step, has to be immediately doubled in capacity, by means of a new branch from London to Sarnia, with double track from London to Hamilton; the Northern, which a year ago was thought to be a weak and exotic fledgling, has already taken wing with a power and vigour indicative of great inherent strength; the Lake Huron and Buffalo Railway, the Anglican name for the late Buffalo, Brantford and Goderich Railway (Lake Erie to Lake Huron 157 miles, 82 now open,) will be finished in a twelve-month; the Grand Trunk which stretches its long length through the centre of the most fertile part of Western Canada, and thence onward to the sea, will soon unite the upper lakes with the Atlantic; and yet all these connecting links between the west and east will be insufficient to serve that vast commercial expansion which treads so rapidly upon, and fills to repletion the present artificial means of communication. There are additional stupendous works in "contemplation." You may well smile at the interpretation given to the word "contemplate" with us, yet think that all the railways just named were only "contemplated" some three or four years ago, and now they may be said to be constructed. So in five years to come you will find that vast change to have occurred in relation to these new projects, which the wonderful growth of the Great West is now forcing upon our attention. Whatever each succeeding year is doing for the Great West it is doing for Canada. It is not only increasing population by the influx of strangers, to a degree totally unpar-