

supplied by the trade of the St. Lawrence, and the markets of the New Dominion, and of the Western States.

In connexion with this great water highway, and along its whole extent, from Lake Michigan to Halifax, we have the Intercolonial Railway, as an auxiliary rather than as a competitor, affording an outlet during those winter months when the water highways of the Continent are closed by ice. The very same causes which will lead to a vast development in the exports West, of coal, pottery, &c., apply to this railway. *Herapath's Railway Journal* has pointed out that the use of prepared peat for railway fuel will be greatly restricted by the importation of Nova Scotian coal. The downward freights by the Intercolonial Railway will be grain and other bulky articles; the upward freights will be of a very different description, such as European manufactures, and passengers. Hence there will be no freight for return trains, which will have to go back empty, or will be forced to carry back Nova Scotian coal, pottery, &c. The Intercolonial Railway therefore will be able to supply the West with Nova Scotian fuel at such a low rate, that even the moderate cost of Hodge's patent peat will fail to enable it to become a successful competitor.

The construction of the North Pacific Railway, and the proposed line through British territory, will tend still further to swell the volume of the trade that is destined to find its outlet at Nova Scotia.

It is difficult to estimate the magnitude of the commerce that will find its way through the waters and along the banks of the St. Lawrence. Though only in its infancy, the grain trade of the West is so vast, that a trifling saving per bushel on the freight of Western produce would be such an immense sum in the aggregate, that it would suffice in a few years to defray the cost of the Intercolonial Railway.