

The following will give an idea of the facilities for travelling in 1839: "The navigation from Quebec to Buffalo, with all the present interruptions, may be performed in a week; and from thence to the River St. Clair, either to Detroit, or Sandwich, in three days. From thence into the Lakes Huron, Michigan, and Superior, the impediments are few and trifling. From the Island of Anticosti, at the mouth of the St. Lawrence, to the head of Lake Superior, we have a navigation of an extent little less than 3,000 miles, the greater part of which is ship navigation, and may be run over, with all the present obstacles, during the summer months, at the rate of about 80 miles per day; and that through the greatest extent of fertile country to be found, in continuity, in any part of the world, and a climate highly favourable to agricultural labour."

Though the present railway system, at least of the Grand Trunk, had not yet been thought of, a railroad is, nevertheless, projected. We have it mentioned at the close of some unavailing, but curious, lamentations over the cession of Michigan to the United States in by-gone times:—"Ever since the emigration from the Eastern to the Western States of the Union by the route of Lake Erie, the Canadians have been constantly twitted by tourists and others with the contrast of superiority exhibited on the Detroit frontier over that of our own opposite to it, forgetting that it could not have been otherwise, since we were fools enough to cede the Michigan territory to our rivals, and not only give them the *landing-place*, but the *grand portage* itself, to boundless regions. Having committed this incalculably mad and egregious error, could we wonder that the shores of our beautiful little peninsula, directly *in view*, but *out of the line*, remained commercially desolate. All that the magnificent undertaking of the WELLAND CANAL has done, or all that it ever can do, will not make amends to the Western and London Districts for the great loss sustained in the cession of Michigan, since it can merely transfer the shipping from one lake into the other. But there is a measure which would go far to recompense the evil that has been inflicted. It has been much talked of; but, as yet, little has been done in it. We mean the Lake Huron Railroad from Toronto. There will be no end to the advantages arising from this national work, if it is undertaken on the scale and in the spirit in which such public works should be undertaken. Enterprising merchants at Oswego have long regarded this great measure as one of superlative importance."