

## APPENDIX.

The Grand Trunk Railway of Canada, with the Atlantic and St. Lawrence Railway of Maine, 1,112 miles in length, with an uniform gauge of 5 feet 6 inches, is now brought under the notice of the British public, offers the most comprehensive system of Railway in the world. Protected from the possibility of injurious competition, for nearly its entire length, by natural causes as well as by legislative enactment, it engrosses the traffic of a region extending 800 miles in one direct line from Portland to Lake Huron, containing a population of nearly three millions, in Canada, Vermont, New Hampshire and Maine. At Portland it connects with the system of railways reaching eastward towards the province of New Brunswick, and hereafter to Halifax in Nova Scotia, as well as southward, by lines already existing, to Boston and New York. At the frontier of Canada it again unites with other lines to Boston and the great manufacturing districts of New England. From Richmond it runs eastward to Quebec and Trois Pistoles, 253 miles, giving direct access to the great shipping port of Canada in summer, and hereafter by rail to the Atlantic at Halifax by Trois Pistoles and Miramichi, forming the only route to the great fisheries of the Gulf of St. Lawrence and the eastern timber, coal, and mineral district of New Brunswick. At Montreal it again meets three railways now in operation to Boston and New York. At Prescott it receives the tributary line from Bytown and the vast timber districts of the Ottawa, 60 miles, now in course of early completion; and on the opposite side of the St. Lawrence, the northern New York road to Ogdensburg will pour its stream of passenger traffic upon the trunk line. At Kingston, the Rome and St. Vincent railroad, also from New York, becomes its tributary. From thence to Toronto, it receives the entire produce of the rich country north of Lake Ontario, through the channels of Belleville and Peterborough branch, and several other new lines already in progress to construction, and all tributary to the main Trunk road. At Toronto, the Ontario, Simcoe and Huron railroad, 100 miles now nearly finished, pours on the traffic of the region around Lake Simcoe and Georgian Bay. At the same point is also met the Great Western railway by Hamilton to Detroit, 240 miles, now in a forward state for completion, by which communication is had with the southern part of Western Canada, as well as with the railways in operation from Detroit to the states of Michigan, Illinois and Wisconsin.

From Toronto, westward, the line passing through the heart of the western peninsula of Canada ensures to the grand Trunk the exclusive traffic of the finest part of the province; while at its terminus at Sarnia it debouches at the very outlet of Lake Huron, avoiding the shallows of the Detroit and St. Clair rivers below—a point the most favourably situated for the navigation extending through Lakes Huron and Michigan, and hereafter through Lake Superior. At Sarnia, the American railroads now in course of construction place the Grand Trunk line in the most direct communication with the arterial lines to the Great West and the Mississippi, a region whose advance in population and wealth has been regarded as almost fabulous, and yet whose resources are still very partially developed; while the traffic of the copper and iron districts of Lake Superior, the most valuable and extensive in the world, with the coal of Michigan, will accumulate on the railroad at this point, reaching ocean navigation at Montreal in much less time and by the same mileage that it can now pass by boat to the waters of Lake Ontario, 350 miles above that city.

The Grand Trunk Railway of Canada, it will be therefore seen, commencing at the debouchure of the three largest lakes in the world, pours the accumulating traffic in one unbroken line throughout the entire length of Canada into the St. Lawrence at Montreal and Quebec, on which it rests at the north, while on the south it reaches the magnificent harbours of Portland and St. John's on the open ocean. The whole future traffic between the western regions and the east, including Lower Canada, parts of the states of Vermont and New Hampshire, the whole of the states of Maine, and the provinces of New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland, must therefore pass over the Grand Trunk Railway.

This great and comprehensive scheme of railway communication throughout the most wealthy, populous, and important colonial dependency of Great Britain, is not now offered as a new project to the public. It comes with the guarantee of the province of Canada, which has embarked upwards of two millions sterling in the enterprise; it is supported by the most intelligent, far-sighted men in the colony; and it has the security of nearly half a million sterling of private Canadian capital invested therein; while a conviction of the great benefits of unanimous action has provided a combination of railway interests probably never before seen, and ensuring such an energetic and harmonious working of the entire line, as cannot but produce the most satisfactory results.

The Grand Trunk Railway does not rest for its success altogether on anticipations. The entire section from Portland to Montreal, of 290 miles, is now in operation for 250 miles, and will in July next be fully connected, making the shortest and most easy communication between the river St. Lawrence and the Atlantic Ocean. This part of the line forms in itself a complete railway, opening up an entirely new channel for the western trade, and giving an outlet in winter for the produce of Eastern Canada, as well as of that of Western Canada east of Kingston. The line from Quebec to Richmond brings Montreal and Quebec within six hours of each other, and opens to those cities the most direct access to the ocean at Portland, Boston, and New York, passing through a most populous and fertile part of Eastern Canada. To Montreal, until the completion of the western section of the Trunk line, the produce of the countries surrounding the great lakes is brought through the most magnificent inland navigation in the world; and the opening of the line to Portland at once secures the