

will be seen from the following extract from the official return to the 13th August each year :—

	1857.	1858.	Decrease.
From England, - - - - -	11,614	4,721	6,893
" Ireland, - - - - -	2,035	714	1,321
" Scotland, - - - - -	3,600	1,157	2,443
" Germany, - - - - -	4,390	860	3,530
" Norway, - - - - -	4,843	2,390	2,458
" Lower Ports, - - - - -	16	165	—
	<hr/> 26,498	<hr/> 10,007	<hr/> 16,640

The emigrant business is one over which we in Canada cannot exercise much control, as regards influencing the number coming out, or intending to come out. But we might, it appears to me, do a good deal more than we have yet done in directing the general tide of immigration to the St. Lawrence. It is in Liverpool, the chief port for emigration, that the strongest efforts are made by our rivals to induce the emigrant to sail for New York. And the Railway Companies, whose lines diverge from that port, always keep active and efficient agents in their employ, who leave no means untried to secure that most important and *paying* class of travel. It would be well if we too were to be represented in Liverpool by a competent and experienced agent, especially engaged to make known the advantages of the Saint Lawrence route. Once arrived at Point Levi, we can trust to the merits of our line to secure the larger proportion of all emigrant travel, whether "booked through" or not.

The Tables herewith submitted give full particulars of the earnings and working expenses of the line. And in the latter it will be gratifying to observe that there is a reduction in the last half year, as compared with the previous one, of nearly \$200,000; the actual working expenses amounting to \$55.68 per week for half year ending 31st December, 1857, and to \$48.25 for that closing the 30th June, 1858.

With respect to the prospects of the line it may be safely predicted that it has passed through its worst days. The works that are to give vitality to the traffic are now in such a condition of rapid progress as to warrant our looking forward with some degree of confidence to their completion next year. The success of the Grand Trunk Railway, as a commercial enterprise, is chiefly dependent on its *continuity*, as a connecting link between the Atlantic coast and the Far West. Until, therefore, the Victoria Bridge shall have been completed and brought into use, and our extension to Detroit perfected it may be truly said that the ability of this great enterprise to produce the results that have been promised has never yet been put to the test. Notwithstanding the feeling which I confidently entertain of the success of the enterprise, too great results must not, however, be counted upon as the *immediate* fruits of the finishing of the line. All great undertakings require *time* for their development, and in our case it should be remembered that not only have we many competing and old established channels of trade to contend against, but that all of these, however rival to one another, are linked in one common cause against us, by having for their Atlantic terminus one of the greatest commercial cities in the world. The growth of our traffic may not at first be such as to satisfy the expectations of those at a distance, but it will, notwithstanding, be a certain and a healthy growth, sure to advance in rapid progression when once the stream of commerce has found its way into the direct and uninterrupted channel that is preparing for it.

That the traffic will soon begin to improve over the returns of the last few months may be counted upon with certainty. The season of navigation for