

The four great Lakes—Ontario, Erie, Huron, and Superior are separated by three peninsulas—at Niagara—Detroit—and Sault Ste. Marie,—to these points must all surrounding Railways converge—for at these points connections and crossings may be constantly maintained. A railroad terminating on the Georgian Bay would be confined to its local business, for four or five months in the year, as is the case now with the Ogdensburgh road ; but if extended to Sault Ste. Marie and carried over into the peninsula of Michigan, it could thus penetrate Wisconsin, Minnesota, and the Upper Mississippi, to all of which it would be the shortest route to the east, and draw over it a stream of traffic which can hardly be overrated.

This route, when made, must become one of the great lines of this continent. It is a route worthy of this City. If Portland could project and successfully urge forward a route through the Mountains to Montreal—the latter with double her population may with confidence cope with an undertaking not more than double the extent. The particular and indeed supreme importance of this route when opened to the Western trade is that it would place Montreal on the route of the great American trade from West to East and vice versâ. Wherever a town is by canal or railway wheeled into the line of this trade, the effects, as at Buffalo, Oswego, and Ogdensburgh, are immediately perceptible. Montreal would then have the double advantage of an inland transit as well as a sea trade.

But it is not pretended that such a railway,—which would secure the travel and a portion of the trade of the North West,—would be sufficient to enable us to compete with Buffalo, Oswego, and Ogdensburgh, for the carrying trade between the East and the West. Those points have the benefit of our unequalled Inland Navigation, which supplies such an extraordinary amount of freight that the quantity which any city which is on this track may aspire to, is only limited by her enterprise and means. Whatever vicissitudes or temporary checks