

The railroads which now traverse these countries in every direction have sprung into existence as if by magic. In 1850 there were but 3,500 miles completed; in 1860 there were 17,000 (a). The tonnage of the lakes, which was but 215,787 tons in 1850, was 450,000 tons in 1862, (b). As might naturally be expected from such an increase in the means of transportation, the commerce of the Lake region has increased in proportion. To give one item only. The movement of grain eastward, which was about 26,000,000 bus. in 1850, reached the enormous amount of 137,772,441 bus. in 1862, (c) and 138,798,074 bus. in 1863.

in value from 1860 to the close of June, 1863, was a legitimate and reasonable increase, caused by no inflation or depreciation of the currency.

Compare the address of the Illinois delegates of 1863 to the Governor General of Canada: "With *one-tenth* of the arable surface under cultivation, the product of Wheat of the North-western States in 1862 is estimated at 150,000,000 bus., and of Indian Corn at 500,000,000 bus."

(a) Railroads in the Lake States and Canada :—

	1850.	1860.
New York, miles.....	1,403	2,702
Pennsylvania, "	822	2,542
Ohio, "	575	2,993
Indiana, "	228	2,126
Michigan "	342	799
Illinois, "	110	2,368
Wisconsin, "	20	922
Canada, "	12	1,974
	3,512	16,932
Cost of same.....	\$132,220,000	\$723,579,641

(b) Tonnage of 1850, from Andrews' Report, page 52. That of 1862 from Report Chicago Board of Trade, 1863, p. 59. The nationality of the craft was :—

American, tons	361,997	Value.....	\$11,364,100
Canadian, "	88,896	"	2,607,500
	450,893		\$13,971,600

(c) The amount of grain sent eastward depends much on the abundance of the harvest. We have no figures for the period between 1850 and 1856, but the following table shows the quantity sent eastward in each year, excepting those in that interval—(Flour converted into Grain included) :—

1850, bushels	26,000,000
1856, "	57,707,769
1857, "	44,111,299
1858, "	58,872,566
1859, "	44,354,225
1860, "	78,639,426
1861, "	120,741,851