

Road, and thus lose the whole amount already expended; or, let the Municipalities build the Road, and thus lose the whole amount already expended; or, let the Municipalities build the Road on their own responsibility. One of these alternatives must be adopted immediately. The Receiver General has notified parties interested, that if the debentures are not called for by the first day of July, they will be cancelled, and \$250,000 issued in favor of the City of Toronto. This fact bears out the

The columns of the Recorder has at various times borne witness to the traffic which may be expected to be realised by the completion of the Ottawa Valley Railway. We have given many statistics on the subject, and we deem the present moment fitting for a resume of all we have published on the point. Our space we think will be better occupied in this way, than by a lengthy dissertation on the present state of the Ministry of Agriculture, or the incapacity of explaining the same. We have, therefore, to state in a briefer and nearer the end of their journey.

The Brockville and Ottawa Railway Company was organized under the Act of Parliament of the Province of Canada, for the purpose of constructing a Railway from the town of Brockville, on the St. Lawrence, to the town of Ottawa, in the Province of Ontario. A branch road eleven miles in length connects each, the County Town of Almonte and Renfrew, with the Main line at Smith's Falls, thirty miles distant from Brockville. At Brockville it connects with the Grand trunk Railway, and will prove a most important undertaking. By means of a Steam Ferry, a connection will be obtained at Montreal, one mile distant, with the American lines of Railway, the Ogdensburgh and Boston, and the Ogdensburgh, Clayton and Rome Railways, affording direct communication with New York and Boston.

Some idea of the great extent of country which will be drained of products by this Railway may be formed, by mentioning the number of tributaries which, passing through the Ottawa country, fall into the Ottawa above Arnprior, at which point the Ottawa strikes the Ottawa, and flows on to the north, draining a course of 140 square miles. Eleven miles above the Madawaska, the Bonheac, pursuing a course of 110 miles, drains an area of 910 miles. Then the Colborne river, after a course of 180 miles, drains an area of 1,000 square miles, above this again the Black River enters, after a course from the North of 130 miles, while in the Alimmet Lake, the Ottawa receives from the West the Petawawa, one of its largest tributaries, about 140 miles in length, draining an area of 1,800 square miles. From Pembroke, near the foot of Alimmet Lake the Ottawa stretches, in an unintermitted reach of navigable water, for forty-three miles. Beyond this again Matawa, the Duomoine, and the Keopawa, a river exceeding the largest rivers in Britain, fall in.

The country drained by these rivers is covered with vast tracts of pine timber, and a great quantity of hardwood, in fact, is throughout with large tracts of valuable agricultural land. The extent of country drained by the Ottawa and its tributaries is estimated by Sir W. E. Logan, F. R. S., Provincial Geologist, to embrace an area of 80,000 square miles. With this large extent of country available for agricultural purposes, and the fact that there is yet available a tract of land suitable for agricultural purposes, comprising an area of 37,000 square miles, and capable of supporting a population of 5,000,000, for which the Brockville and Ottawa Railway will be a great boon, it is not surprising that the Ottawa to the Markets of the United States.

TRADE OF THE OTTAWA VALLEY.

The square timber trade is at present, and must continue (until the construction of the Brockville and Ottawa Railway,) to be the great staple of that section of the Province, owing to the numerous falls in the river, which prevent the transmission of lumber in any other shape. The magnitude of this trade is shown by the fact that the quantity of lumber of ships annually loaded at Quebec with timber is 1,200, two-thirds of which number at least, are supplied with cargoes from the Ottawa. About 400,000 tons of supplies are required in the shape of lumber, for the building of ships every year, and it is calculated that 30,000 men. This of itself would supply a traffic of considerable value, owing to the distance of land carriage and the frequent transshipment by water, the cost of transporting these supplies to the lumber manufacturers is very great, the expense of land carriage amounting to about \$3 16s. per ton for a distance of about 100 miles. The saving to the square timber trade therefore, by substituting Railway carriage for that at present in existence, must be a boon of no ordinary value, and estimated by parties conversant with that trade, at about one year's supply of timber at \$90,000. It is manifest that a Railway in this position as the Brockville and Ottawa, will, on the disadvantage of a competing line, still leave a very large margin of profit, and the manufacturers of square timber, and the shippers of the supplies required for the construction of that trade, *verges and gains*.

THE SAVED LUMBER TRADE.

This branch of the lumber trade has been assigned to certain other parts of the Province owing to the impossibility of transmitting it to the American Market on account of numerous falls, but upon the establishment of the Brockville and Ottawa Railway, it will be found that the production of this trade by transmitting in unlimited amount of water for the purpose of manufacture by saw mills, the very cause which now operates against the production of sawn lumber, would be made tributary to it. In considering whether this branch of business can be carried on to furnish a large supply of lumber to the American market, it is necessary to inquire, which is established in the present, most decided as to whether or not stockholders are likely to derive a remunerative return for their investment in the construction of the Brockville and Ottawa Railway, and whether it could be transferred to the American market.