

of water. In a word, the water power of Peterborough is practically without limit, her manufactures are capable of infinite extension and the accessibility of the still immense preserves of timber, as materials for numerous kinds of manufacture, suggest an extent of development, possible to no other town in Canada. One thing which gives greater value to our water privileges is the fact of our unsurpassed railway facilities. Every mill and factory on both sides of the river (and they can be reckoned by the score) from Hunter Street to Nassau Mills, about three miles, is supplied with railway sidings and their raw material and finished products can be brought to, or sent away from, their very doors by rail. This remark applies to all the principal factories in the town, as well as those on the river side, there being no fewer than six miles of railway siding within the corporation limits, a very large proportion of which has been laid to specially meet the shipping requirements of the different manufacturing establishments. Thus a strong and favorable combination of water power and railway facilities, pre-eminently fits Peterborough for becoming the manufacturing centre of the Dominion of Canada. She has now no insignificant status as a manufacturing town. All her factories are in a healthy condition. They are the growth of the operation of the law of supply and demand; acting conjointly with individual energy and enterprise, not coddled by bonus, nor stimulated into spasmodic activity, by financial encouragement, outside their own acquired or developed resources.

UNRIVALLED RAILWAY ADVANTAGES.

One of the most potent factors in the prosperity of Peterborough is her magnificent railway facilities, which she possesses in a degree enjoyed by very few towns in Canada, and her substantial progress dates from the first railway communication. This was but a small and indifferent beginning, which would, in these days, be regarded with good natured contempt, in comparison with the splendid lines now converging in town. This was the Peterborough and Cobourg road, but its course of usefulness was short, the winter having played havoc with the bridge across Rice Lake. In 1857, the then Port Hope and Lindsay Railroad was extended from Millbrook to Peterborough, and in the year 1868 extended to Lakefield. In 1878, the Midland Railway came under the management of Mr. Geo. A. Cox, and under his direction, the road from being a thriftless, hopeless railway wreck, became the thriving railway system coming as it did, in 1882, to absorb the Victoria, the Whitby, Port Perry and Lindsay, the Grand Junction, and the Toronto and Nipissing, forming the Midland system, with Mr. Cox as President of the amalgamated lines. In 1883, the building of the "Missing Link" supplied connection between this town and Omemee, giving direct communication with a system, tapping the great shipping resources of the rich farming and timber territory to the northwest and north of Peterborough, and giving a direct northern route to Toronto.

In 1884, the Ontario and Quebec branch of the C. P. R. was completed, a splendid bridge spanning the river and carrying its rails. This line gives direct and rapid communication with Toronto on the west, and Ottawa, Montreal, the intermediate points, as well as the country and cities beyond on the east, and securing direct communication with the Maritime Provinces and the sea board, in addition to the facilities of communication furnished by the main line (now nearly double tracked,) of the Grand Trunk.

By these routes, all the year round, and by lake, river and canals, during the summer, the manufacturers of Peterborough have unbroken and easy communication with the maritime provinces, as well as every portion of the Dominion or for the matter of it, every portion of

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