

and would be a necessary inducement to the construction of a railway. The local trade of such a railway would be confined to the bringing out of sawn lumber until the country became settled, which it would in a measure become by the process of construction; but the means being at once secured of opening the road through to Ports on Lake Huron, or in connection with the railways around Lake Simcoe, it would have a *through* traffic which would sustain it until it became productive.

In conclusion,—no one can look upon the geographical position of the Ottawa without becoming convinced that unless there be some positive disqualification, it is a district which ought not and cannot much longer remain a wilderness. Those who have had such glimpses of it as a trip up some of its beautiful tributaries afford, can certify that when opened it will be second to no other part of Canada in the healthy character of its climate, the fertility of its innumerable and well watered valleys, the transparent purity of its trout filled lakes and gravelly brooks; or in the magnificent panorama which is presented by mountain, flood, and plain—decked out with ever-green and hardwood furring the sloping banks of her golden lakes, and affording under the influence of the autumnal frost one of the most gorgeous spectacles under the sun. Nor can the day be far distant when those valleys will be filled with their teeming thousands, and the sheep and cattle on a thousand hills shall everywhere indicate peace and progress—the happy homes of a people whose mission it is to wage war only upon the rugged soil and the gloomy forest, to cause the now silent valleys to shout and sing, and to make the wilderness blossom like the rose.