

line, the peculiar advantage of drawing a class of travel to pass through Canada that would otherwise find some other channel to the Western States. It is well known that notwithstanding the existence of three lines of Railroad to Buffalo, a considerable passenger traffic is still kept up by means of Packet Boats on the Erie Canal. A large number of these passengers, wearied with the delays incident to this mode of travel, can easily be diverted from incurring the perils of a Lake voyage, by being at once ferried over by steamer from the wharf at which they land, to take the direct route by Railroad from immediately opposite Buffalo to Detroit. With increased confidence may we count upon the ready preference which thousands of persons travelling westward by Railroad will give to a route by which they will at once be sent onwards in a direct line to their destination. We may then fairly claim for this route that it will necessarily compete on the most advantageous footing with the Lake Erie steamers and the line of Railway along the south shore of that lake, and divert hither a large amount of travel that would not otherwise be brought to pass through Canada.

In Railway experience previous estimates of the amount of travel over well chosen lines have commonly fallen far short of practical results; because in estimating travel over a section of country, or between distant points, yet new to Railroad improvements, the actual, rather than the prospective, is assumed as the basis of our calculations. The desire by which all are animated to resort to localities to which new facilities of travel are opened; the interchange which new connections and transactions arising from such visits necessarily occasions; the stimulus imparted to agriculture, commerce, manufactures and every other industrial pursuit by new markets being opened, increased demand created for every description of produce and commodity, with better prices and more speedy returns, are commonly underated as