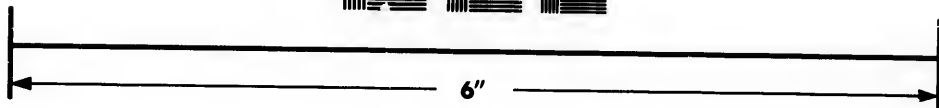
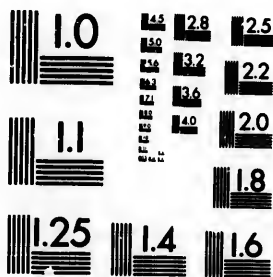


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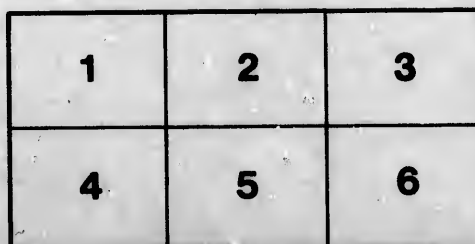
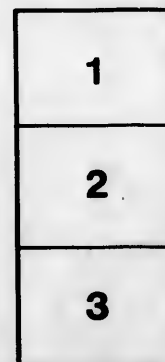
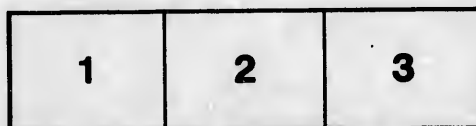
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THE

ST. LAWRENCE AND LAKE HURON

RAILWAY, IN CANADA WEST.

ITS LOCAL BENEFITS

AND ALSO INFLUENCE ON

EASTERN AND WESTERN TRADE.

OGDENSBURGH, N. Y.:
SMITH & HITCHCOCK'S STEAM PRESS.

1852.

ST. LAWRENCE & LAKE HURON RAILWAY.

This projected Railway will connect the River St. Lawrence with Lake Huron. The distance is two hundred miles. Variation from a straight line may increase the length of Railway some fifteen or twenty miles. It will run through the interior of Canada West at no point nearer than about thirty miles from Lake Ontario, and nearly the same distance back of Kingston.

FEASIBILITY OF ROUTE.

This important question will soon be determined by a preliminary survey now being made, under the direction of a competent and distinguished chief engineer.

The highest summit is about 588 feet above Lake Ontario, and 228 feet above Lake Huron. From the St. Lawrence River, westerly, is not less than one hundred and forty miles to this summit level, and about sixty miles, descending 228 feet, to Lake Huron. From three to five feet in the mile will overcome the summit either way. Instead, therefore, of the grade controlling the Engineer, as all high summits do, this will enable him to control the grade, and consist in greater economy in its construction.

Having recently traveled over most of the route to Georgian Bay, and examined the intervening country, no doubt exists with me but that a good line will be obtained on which a Railway can be constructed for a reasonable expense. That the line will also be remarkably straight, with grades very favorable for speed, safety, and cheap transportation of freight.

GENERAL CHARACTER OF THE COUNTRY.

The face of the country is generally level, and gently rolling. From the St. Lawrence River, through the townships of Augusta, Elizabethtown, Kitley, Bastard, and Crosby, the country is quite level and well improved. Between the Rideau canal and Marmora, would be encountered what is called the thousand Islands range, which is more broken, but not mountainous. The country improves as it recedes northerly from the St. Lawrence River. The line bears sufficiently north to avoid any engineering difficulties.—From Marmora to Peterboro the surface is more even, and well adapted to the construction of a Railway.—The first ten miles west of Peterboro the land is rolling, and some loose gravel ridges will be encountered; the excavation of which will be compensated by the excellent material obtained for the Road bed. The remainder of the way, to within fourteen miles of Georgian Bay, is a very level country, through which the cheapest class of Railways can be constructed. From Orillia to the Bay is a more rolling surface, which presents no serious obstruction, nor will it require any very heavy or expensive work. Upon the whole line is abundance of timber and all other requi-

site materials necessary for building the Road, which can be obtained with but very little expense. But seldom will be found, in any country, a route of equal extent as favorable for constructing a Railway.

This section of Canada, to be opened by the proposed Railway, is situated easterly and westerly between the St. Lawrence River and Georgian Bay, southerly and northerly between Lake Ontario and the Ottawa River. It contains a territory equal to five New England States, which have a population of two millions. A high ridge extends along the northerly shore of Lake Ontario in some places at an elevation of seven or eight hundred feet. It scarcely at any point recedes twelve miles from the shore,—Northerly of it lies a valley about four hundred feet above the Lake, and averaging some thirty miles in width, through which runs the line of this Railway. A chain of navigable Lakes lie nearly parallel to Lake Ontario, along the opposite side of this ridge.—The River Trent, which takes its rise from one of them, runs along way easterly before finding a passage through this high barrier, where it falls into the Bay of Quinte. A chain of numerous Lakes also skirts the northerly side of this valley, formed by streams from a higher range of land lying along southerly of the Ottawa River.

This extensive territory is not only important for its great agricultural, mining, and manufacturing capabilities, but is so for its variety of highly interesting scenery, and will become one of the richest and most attractive sections of country in all Canada.

SOIL.

The soil throughout this large section is rich and durable. It is a first rate wheat growing country, and also well adapted to most other agricultural productions. It is alike favorable for grass and all kinds of grain. No country excels it in quality or quantity of its crops, nor for the variety of its productions. The same farm exhibits, side by side, rich fields of wheat and most luxuriant meadows. Also a thrifty growth of other grain and various kinds of vegetables. The wheat growing States of the West are not generally like this section, well adapted to first rate dairies. Notwithstanding this country is comparatively new, and most of the settlements but recently made, many well cultivated farms are to be met with. Mr. Walton's farm near Peterboro, is in a high state of cultivation. His stock is of a very superior quality, for which he received two premiums at the late Fair at Rochester, in the State of New York. Forty bushels of wheat and three tons of hay per acre are a very frequent yield. Fields which have produced wheat for twenty years, seem to be not in the least impoverished. A soil so durable and fertile, producing so abundantly, and such great variety, must afford a large amount of agricultural exports.

TIMBER.

A great variety of valuable timber is found in this part of Canada. In some places extensive forests of large and tall white oak, mixed with maple, elm, and other kinds of timber, are to be met with. Frequently

large sized white pine and white oak are also intermixed. Around some of the lakes are extensive oak plains, which prove to be excellent wheat land. In lower, moist land, grow fine ash, cedar and tamarac. When cleared, these somewhat swampy lands are best for grass. When opened to the sun, in a few years they also make excellent fields for ploughing.

North of this Railway line are vast forests of pine, oak and other valuable timber. Immense quantities could annually be deposited at the various stations along the Railway. This now wild region would become the source of great wealth. A rich trade, the returns of which would furnish the country with a large amount of capital.

More than a quarter of a century will this timber furnish the road with a large amount of tonnage. The Lakes and other water communications, extending north, when connected by plank and Macadamised roads, would afford convenient facilities for bringing out this timber from a great distance. The increased demand would warrant the increased expense. As fast as the timber was exhausted the land would be settled and cultivated. This new source would more than supply the deficiency of freight, consequent upon the gradual diminution of lumber.

IRON MINES.

At Marmora is one of the best Iron Mines in Canada. It is said to be inexhaustible, and that the ore is of a rich and superior quality. Water power and all other manufacturing facilities are near at hand. The line of proposed Railway passes in its immediate vi-

imity. So inviting was this rich mine, that its isolated position and want of outlet, did not prevent the establishment of expensive Iron Works at this place. The construction of this road will enable the enterprising owner to be amply remunerated.

Other Iron mines which have not been fully opened are in various localities convenient to the Railway.—These will also be worked, employing numerous laborers, and thus greatly increase the population. The manufacture of Iron would confer a two-fold benefit—by furnishing freight for export, and imported supplies.

LEAD MINES.

In the Township of Bedford, near the line of Railway, a Lead mine has been discovered. Examinations and samples lead to the belief that lead will be extensively developed in this vicinity. Its locality is in the Thousand Island Granite Range, which crosses the St. Lawrence river from the state of New York into Canada. In this peculiar formation is not only the best Iron ore in that state, but also mines of Lead and Copper. The Rossie Lead mines in the County of St. Lawrence, are in the same rocky range. Recently has been discovered in the township of Macomb adjoining Rossie, a very valuable Lead mine, upon what is called the Judson tract, the name of the proprietor. It is now being, as it is said, profitably worked, and promises a rich return to the owner. Geological indications on the Canada side are equally favorable. It is but a reasonable expectation, therefore, that this granite region is as rich in mineral

wealth on the north as on the south side of the line and that Canada will be ultimately as much enriched from this source as has been the state of New York.

MARBLE QUARRIES.

These quarries lie in various localities along this line of Railway. Marble of an excellent quality and in great varieties is obtained from them. The quarry opened at Beverly is similar to those in the State of Vermont. Like the marble of that state, it will be exported for building material, flooring, ornamental furniture, for monumental fixtures, and various other uses.

No adequate means now exist to send this marble beyond the immediate vicinity of the quarries. But with Railway facilities it will become an inexhaustible source of trade, and thus supply the road with a large amount of tonnage.

WATER POWER.

No equal extent of country is more favorably situated for manufacturing operations. Nor is there any other where such facilities are more required or could be employed to greater profit. Here the raw material can be produced to an unlimited extent. To manufacture the grain, wool, timber, ores, and marble, and various other products raised and obtained in this rich and extensive territory, will require a large amount of water power.

The great variety of Lakes stretching along both sides of this Railway, seem nature's intended arrange-

ment for hydraulic purposes. Their different heights are therefore an interesting item in the geography of this country, and essential to a full understanding of its extent of water power.

Rice Lake, thirty miles long, south of the line is 365 feet above Lake Ontario. The River Trent, the outlet of this lake, runs easterly about thirty miles to its junction with Marmora or Crow River, and falls 135 feet in its course to this point. Marmora Lake, north of the line, is 30 feet above this junction. Crow River is about the centre of the line, and divides the eastern from the western division. It is the outlet of Mathune, Belmont, and Marmora Lakes, which are also on the north side of the road.

From this division line westerly and along the River Trent and its tributaries, in the Townships of Seymour, Belmont, Mathune, Percy, Asphodel, and Dummer, are numerous Grist and Saw Mills, and also a large amount of unoccupied water power. At Norwood, on the Ouse River, at Warsaw, on the Indian River, at Keene, and various other localities along these Rivers are a number of Grist and Saw Mills, and numerous water powers.

At Peterboro', a beautifully located Town on the Otonabee River, containing about three thousand inhabitants, are excellent Mills and various manufacturing establishments. This large River is the outlet of Clear and Salmon Trout Lakes, which are about 200 feet above Rice Lake into which the River falls, affording an inexhaustible amount of water power.

The Townships of Smith, Otonabee, Monaghan, Cavan, Douro, Burleigh, are Saw and Grist Mills,

and they are also well accommodated with water power.

Chemong Lake six miles west of Peterboro' on the north side of the road is 189 feet above Rice Lake.— It connects with Buckhorn and other Lakes. At Buckhorn Falls in the Township of Harvey, in the Township of Ennismore on the connecting waters between Chemong and Pigeon Lakes, at the village of Metcalf on Pigeon Creek in the Township of Emily, in the Township of Verulam on the connecting waters between Pigeon and Sturgeon Lakes, are a great variety of water power and a number of Grist and Saw Mills in operation.

At Lindsay, a village promising to be an important place in the Township of Ops, on the connecting waters between Scugog Lake south and Sturgeon Lake north of the line; in the Township of Mareposie on the west branch of Scugog River; Fenelon, Elden and Bexly, bordering on Balsam Lake, which is 34 feet above Chemong Lake and 118 feet above Lake Simcoe, are Grist and Saw Mills, and a large amount of water power.

In Thorough, at the village of Beaverton on Beaver River; in Mara on Talbot river; in Orillia, Madonte, Machadash, Oro and Tay, are mills and a great variety of water power. Along the river Severn which falls 110 feet into Georgian Bay in its course from lake Simcoe, are seven falls, the last of which is on the navigable waters of the bay and at all of which is ample hydraulic power for extensive manufacturing establishments.

The Eastern division is also well supplied with wa-

ter power. In the township of Rowdon on the river Trent; Huntingdon, Madoc, Elzevir, Kaladar, and Hungerford, on the Moira river; Sheffield, Camden, Richmond and Kennebec, on Salmon river; Henchinsbrook and Portland, on the Nappanie river; Olden, Oso, and Sherbrook, on the Mississippi river; Bathurst, Burgefs, and Emslo, on the river Tay, Bedford, Westport, North Crosby, South Crosby, Bastard, Kitley, and at Beverly, on Cataraque and Gananoque rivers and tributary streams, and at Newboro' on the Rideau canal, is a great amount of water power, numerous mills and various other manufactories now in operation. Perth is a fine manufacturing town accommodated with water power and commercial facilities. It is also connected with the Rideau Canal, and has a rich country around it.

This is but a faint description of the vast extent of manufacturing facilities convenient to this line of Railway. Such facilities throughout so wide an extent of country, chequered with lakes and rivers, possessing unsurpassed resources, with its rich soil, forests of timber, mineral capabilities and rapidly growing villages and towns, must be regarded as incontestible proof of a large and continually increasing way trade.

EASTERN TERMINUS.

This Railway will terminate easterly on the river St. Lawrence. Its channel between this and the Railway station at Ogdensburgh is seldom if ever obstructed by ice; nor is it dammed up with floating masses. The current is sufficient to carry them down over the rapids below. This great river is not effected by

reshets or sudden changes. It rises and falls periodically about three feet. The channel might be made a convenient crossing between these stations for freight cars. Piers could be extended from the shores leaving an opening of some five hundred or a thousand feet. With a rightly constructed flat boat, trains could be crossed over with but little delay. Any loss or expense of trans-shipment can thus be avoided, and from Lake Huron to tide water will be an unbroken and continuous line of Railway.

EASTERN CONNECTIONS.

1st. With the St. Lawrence River. This great natural outlet to the ocean will thus be restored to a portion of its legitimate trade, diverted by the New York canals to tide water through the valleys of the Mohawk and Hudson.

2d. With the proposed line of Railway to Montreal, Quebec, and Halifax.

3d. With the Railways connecting at or near Montreal.

4th. And lastly with the Ogdensburgh Railway and thus with the New England roads, leading by numerous and various routes through the Eastern manufacturing towns and cities to Boston, and also those down the vallies of Lake Champlain, the Connecticut river and Hudson to the city of New York.

These four direct connections would all be greatly benefitted by opening this new and shorter channel of trade to the West. It would draw to them respectively Western produce that otherwise would never be diverted from the Southern routes.

All of these lines of Railways now constructed, or commenced, with but a single and comparatively unimportant exception, are of the same gauge. It would not therefore be necessary to tranship from Lake Huron to Boston or any other eastern destination. This important consideration alone would induce to this route a large amount of trade which otherwise would not be obtained. It would be very unwise to disregard it; for the stronger the inducements held out by this new commercial channel, the greater would be its competition with other routes, and thus all of these connections must share in such increased business.

No other place could be selected for the Eastern terminus combining so many unrivalled advantages. The crossing is the most feasible between Quebec and Niagara. The same cars, with scarcely any impediments, laden with the rich products of the West could distribute the same along the lines of more than two thousand miles of Railway.

WESTERN TERMINUS.

This will be at Georgian Bay, on Lake Huron.—Here are safe and commodious harbors, some of which are said to be open during the winter. The soundings made by Government show ample depth of water and accessible channels for vessels of any burthen. The inlets formed by the streams and rivers falling into Gloucester Bay, the most eastern extremity of Georgian Bay, which is about ten miles long and three miles broad, afford convenient entrance for vessels and room for any extent of docks. The number of these localities will allow to the Railway a choice of

terminus, as circumstances may make it necessary. The mouth of the river Severn is at the upper end of this Bay, at which mills are being erected, and which may become a large commercial and manufacturing town.

From Lake Superior into this Bay is a sheltered channel like a river, in which vessels are ever safe from winds and storms. Vessels from Lake Michigan can also enter and pass down this sheltered way.— This consideration alone would be no small inducement to bring shipping into Georgian Bay.

All vessels passing the straits of Mackinaw can reach this terminus from one to two hundred miles nearer than Detroit. The eastern terminus and Detroit are, therefore, nearly in the same relative position. This is a decided preference over all other routes, both in time and expense of transportation.— The relative position to Lake Superior is still more favorable, and a much greater saving of distance, time and expense.

When the contemplated ship locks shall be constructed at the Sault St. Mary, navigation will be extended for the largest class vessels, five hundred miles westerly. The vast Territories bordering on Lake Superior, as their varied resources become developed, must greatly increase the commerce of that great Lake. The trade of Georgian Bay will only be limited by the means of its railway outlets, the more of which the better it will be for it to have. These facilities to reach, during the winter, interior markets and the sea board, would gather at this point before the close of navigation large quantities of Western

produce. It is, therefore, a safe prediction that in time this will be a port of more shipping than any other on the Lakes.

LOCATION.

Disinterested Engineers can best designate the most feasible route. It is not intended to give any opinion where the line should be located. Nothing here stated should therefore be so understood.

The route from the eastern terminus to the western, will pass through the united Counties of Grenville and Leeds, united Counties of Frontenac, Lenox and Addington; the Counties of Hastings, Peterboro', York and Simcoe.

Various are the considerations that ought to govern the particular designation of the line. The permanent character of the road as to distance, curves and grades, as well as cost of construction, should have great weight in deciding the location. Local advantages to the country and cheap transportation of through freight are generally controlling considerations. This road will be the principal northern competitor to the southern routes for western trade. But fortunately the location that would best promote this desirable end, will also develop the resources of the largest interior section of country.

A Railway is not a temporary, but a permanent thoroughfare. Any unnecessary distance, curves, or steep grades, would be a perpetual drag upon the business of the road. Such disadvantages would continually and daily increase the cost of transportation, thus adding hundreds to hundreds, thousands to thou-

sands, and still go on adding millions to millions, to the end of time.

WAY CONNECTIONS.

The Rideau Canal will connect the country through which it passes, between the Ottawa and St. Lawrence rivers, at the railway crossing. From this to Marmora Iron Works on either side of the line are Lakes and rivers opening communications with the road to a large back country. Marmora river, which the line crosses near these works, is the outlet of Marmora, Belmont, and Round Lakes, a short distance north of the line. This mineral section will thus have ample facilities to connect with the road.

Westerly from the great bend of the Trent to the Otonabe river are numerous connecting facilities.—At Peterboro' the line connects with a number of the tributaries of Rice lake. This lake lies parallel to Ontario, south of the line, with a rich agricultural country around it, connected by steamboat navigation with Peterboro'. The numerous lakes which are the sources of the Otonabee river and extensive country north of the line, will also make this point a depositary of produce. Peterboro' will, therefore, by such connections, become a great depot. Great must be the amount of trade gathered at this central position, both exports and imports, and Peterboro' would be numbered among the most flourishing inland cities of Canada.

The Scugog river, crossed by the line in the town of Ops, is made navigable by the locks at Lindsay, between Sturgeon and other lakes north, and Scugog

lake south of the line. This lake opens some forty miles of navigable communication into a fertile country, and would thus connect it with the railway at this crossing, which would also become a depot for a very productive and large territory.

At the Narrows between Lake Simcoe and Couchiching, which the line crosses to Orillia, the fine and extensive country around both of these lakes can conveniently connect with the road. The difference in level between them is so slight that steam boats and other vessels meet with no obstruction in passing thro' the narrows. Lake Simcoe is one of the most beautiful sheets of water in Canada. Its pleasant, gently sloping shores exhibit luxuriant vegetation. The farming country around it is not excelled by Western New York. This rich agricultural section being thus accessible to the road by navigable water communication, must concentrate at this point a large amount of produce for export, and also for consumption a large amount of imported supplies.

It will be seen by looking at the Map, that the ranges of lakes both sides of this railway so conveniently connecting with it, have no navigable communication with Lake Ontario. Here then, is a broad interior section, which will be wholly dependent on the road for an outlet. It being thus beyond the reach of successful competition, ensures to it a vast local business.

BRANCH RAILWAYS.

The route is favorable to branch railways connecting with it, both sides of the line. Such connections

would undoubtedly be constructed from the valley of the Ottawa, and from the shores of Lake Ontario.

A railway is now in progress of construction from the city of Toronto to Georgian Bay. This road will be an important connecting link between the Great Western and other Westerly railways, and the St. Lawrence and Lake Huron road. So far from being competing lines they will confer mutual benefits.

Initiatory steps are being taken to establish a branch between Peterboro' and Lake Ontario, with a terminus at Cobourg and Port Hope. These towns would thus derive far more benefit than from a railway passing through them along the lake shore.— They would be places of transhipment, and thus become depots for produce destined for Lake Ontario.— This ever increasing commerce would make them large flourishing places.

Kingston is a very important place for the terminus of a branch. This, with the river St. Lawrence, lake Ontario, Rideau canal, and Railways terminating on the opposite side of these navigable waters, ought to satisfy this city. Greater advantages seldom fall to the lot of any inland place. This branch terminus would also become a great depository of produce to be shipped to various destinations, and would, therefore, be far more advantageous to Kingston than a lake shore Road.

LOCAL TRADE.

This will consist of local products exported to market, supplies imported for local consumption, and the trade between places along the line. Also would be

included the local trade from the interior connections with the extensive rich back country thus induced to be settled and opened.

The wide range of territory through the midst of which this Railway passes, its fertility of soil, mineral wealth, forests of timber, and manufacturing facilities, not only give assurance of a very large way business, but this outlet would induce settlements far north of the line, and thus greatly increase its yearly local trade. The ultimate aggregate amount of this trade is now beyond the reach of human foresight. No prediction will be attempted, therefore, in relation to its amount, except a proximating estimate of what is reasonable to suppose it may be at the completion of the Road.

WHEAT.

The whole length and breadth of this section is excellent wheat land. When the public mind is fully satisfied that this Railway will be constructed, large would be the increase of this and other productions, by the time the work was finished.

In the year 1847, as per census returns of 1848, the wheat crop in Upper Canada, amounted to 593,695 acres. A small allowance for the acres overlooked, would make this in round numbers six hundred thousand acres. Allow to this section but one sixth, and estimate it at twenty bushels per acre, would amount to two millions of bushels of wheat. Deduct a sixth for home consumption, would leave for export either in wheat or flour and coarse stuffs 1,666,667 bushels. At four pence per bushel, which would be about

the same as a Halifax shilling per barrel of flour, including the transportation of coarse stuffs, which would also be sent to market, amounts to £27,777 15s 8d.

COARSE GRAIN.

All coarse grain, including barley, oats, rye and corn, may be safely estimated at 10,000 tons. Calling the price of transportation at twelve and sixpence per ton, which would be a low average, would amount to £6,250.

LUMBER.

The demand for sawed lumber continually increases. The great amount of pine, oak, and other valuable timber, near the line of the Road, which would have no other outlet, must make a large lumber trade. The water power so convenient for its manufacture would also increase the amount of this freight.

Forty millions of feet would not be an over estimate for the sawed pine, oak, and other sawed lumber, board measure ; nor twelve shillings and sixpence per thousand for its transportation over the road, which would amount to £25,000.

Staves, heading, shingles, unsawed oak, and all other kinds of unsawed timber, may be estimated at 25,000 tons, and its transportation over the road at twelve shillings and sixpence per ton, which would amount to £15,000 12s. 6d.

DAIRIES.

This country equals any other in its adaptation to dairies. With a cheap and expeditious transit to a

reliable market, this would become a large product. It is a great advantage to raise a variety of crops. When one article is low, the farmer may make it up in the price of others. As the timber is cut and taken off, the higher range of lands will be devoted principally to dairies and the raising of wool.

Estimating the annual dairies at 16,000 tons, and the price of transportation at fifteen shillings per ton, would amount to £12,000.

STOCK.

No country produces better cattle and sheep, nor finer beef and mutton. Fat cattle and sheep cannot well be driven to a distant market without injury. A railway would obviate this difficulty, and the people of this section would avail themselves of it to send their live stock to market. Put the amount of this freight at 12,000 tons, at ten shillings per ton, would amount to £6,000.

PROVISIONS.

Included under this head, are beef, mutton, pork, poultry, and all other kinds of fresh and salted meats. These can safely be estimated at 9,000 tons. The price of transportation over the road at fifteen shillings per ton, amounts to £6,075.

MINERALS.

Including under this head iron, lead, marble, ores and stone, manufactured and unmanufactured, the tonnage in these would be considerable. The low estimate of 6,000 tons, at a price for transportation of

ten shillings per ton, would amount to £3,000 at the opening of the road, but subsequently would rapidly increase.

ALL OTHER PRODUCTS:

Including every unenumerated article. Estimate these at 15,000 tons, and at fifteen shillings per ton, would amount to £11,250.

FREIGHT BETWEEN STATIONS.

A Road over two hundred miles in length must have a large business between the towns along the line. This trade is difficult to estimate. It would seem low at 15,000 tons, and the price at ten shillings per ton. This would amount to £7,500. But greatly would also be the yearly increase of such trade.

LOCAL SUPPLIES.

No accurate estimate can be arrived at as to the amount of supplies required for this large section of country. Such estimate elsewhere is generally about half the tonnage of the exports. The articles being more bulky the price per ton is somewhat higher.

It cannot be considered a high estimate at 60,000 tons, and the price of transportation at seventeen shillings per ton, which would amount to £51,000. This is less than a third of the export local tonnage.

PASSENGERS.

On long Railways the local travel generally exceeds the most sanguine expectation. A Road like this,

with a wide range of country on both sides, having no other outlet, the way travel must be large. All of the highways, water and other communications, would be made with an express view of the most convenient Railway accommodation. This advantage a new has over an old settled country. The former will accommodate itself to the new thoroughfare, in the progress of improvement, like the early settlements on the shores of a navigable river; while the latter will not so readily break up its old long established organizations.

There is scarcely an analogous Road to this to be found. The New York and Erie will furnish the best comparison. It is longer, but the country through which it passes is rocky and mountainous, while the country through which this will pass is not excelled anywhere. The passenger monthly receipts on that Road are over twenty thousand pounds Halifax currency, equal to one hundred thousand dollars per month. But this section is much less settled than that and the way passengers, which are probably about one-third of the travel over the Road, amount to more in proportion to its length than this will at its opening. But its increase will be very rapid.

To make the estimate such as must be regarded fair by all, let the monthly receipts, including the carrying of the mails, be put at £2,500, which would amount to £30,000 annually.

AGGREGATE.

| | £ | s. | d. |
|--|----------|----|----|
| Wheat and Flour,..... | 27,000 | 15 | 8 |
| Coarse grain, barley, rye, oats, corn, &c.,. | 6,250 | 00 | 0 |
| Pine sawed Lumber,..... | 25,000 | 00 | 0 |
| Staves, heading, oak & other timber, &c., | 15,000 | 12 | 6 |
| Dairies,..... | 12,000 | 00 | 0 |
| Stock, Live,..... | 6,000 | 00 | 0 |
| Provisions,..... | 6,075 | 00 | 0 |
| Minerals,..... | 3,000 | 00 | 0 |
| All other productions,..... | 11,250 | 00 | 0 |
| Freight between stations and towns,.... | 7,500 | 00 | 0 |
| Local supplies bro't into the country,.... | 51,000 | 00 | 0 |
| Passengers, including Mails,..... | 30,000 | 00 | 0 |
| | <hr/> | | |
| | £200,076 | 8 | 2 |

This amount, after deducting running expenses, will pay legal interest on over two millions of pounds annually, equal to eight millions of dollars. No further estimate can be required to demonstrate that this would be a paying Road. Nor is it deemed necessary to estimate the through trade which will most probably far exceed the local. So rapid would be the increase of local and through business, a double track would soon be required, when the gross annual earnings of the Road would exceed five hundred thousand pounds, or two millions of dollars.

That this estimate of local trade may be deemed by some to be overrated, is expected. Difference of opinion undoubtedly exists as to particular items.—Some may be regarded as over, and others under rated. This estimate, however imperfect, was made after a careful examination of this section of country, and endeavoring to ascertain its resources. These

would be greatly developed during its construction, and a large amount of sawed lumber and other freight would be gathered along the line ready at its opening. A great change would therefore take place in this secluded section during this short period. However much this estimate may be thought too high by the cautious and doubting, it would seem that all must concede this Road would be a safe investment of capital. To satisfy the public mind of this important fact, is the only object expected to be attained by these estimates of local trade. All Railways constructed for a reasonable expense, having a reliable local business, pay well. The through trade is generally more fluctuating. But the position of this Road will make it an exception to this rule. Its through trade will be no less permanent than the vast and increasing resources of the Great West, which can never be even temporarily diverted.

LOCAL BENEFITS.

So diversified will be the direct and indirect advantages of this Road, no attempt will be made to enumerate all of them, nor to estimate their ultimate results.

To level down hills and fill up valleys and stretch along such artificial channel, over two hundred miles of iron pathway, is an enterprize worthy of the most patriotic efforts. The mind can but faintly perceive the magnitude of such permanent work, operated the year round by steam power equally enduring and far more advantageous than a navigable, but in winter, ice bound river. If not a new creation it is nothing

less than opening a new and lasting commercial thoroughfare through what would otherwise ever remain an interior and secluded region. A revolution changing the physical and social state of its inhabitants, effected not by war and bloodshed, but by peaceful industry. It will promote moral and intellectual refinement as well as commercial improvement. Greatly superior has ever been considered the lot of that people favored by convenient facilities of widely extended social intercourse, to those deprived of such advantages, and for which no pecuniary consideration could be any adequate equivalent.

CONSTRUCTION.

Expending a million or more of pounds in any section of country is a great local benefit. Such has been the effect wherever improvements have been made in the interior of any State of the American union. The outlay of capital produced a state of immediate prosperity, which the work when completed not only maintained, but continually increased.

Laborers have employment and are thus benefitted. In support of themselves and families they circulate money among farmers and tradesmen, who in their turn give it a still wider circulation. The money is not only paid out for labor and provisions, but for timber and other materials to construct the work.

Such cash capital brought into the country and so generally diffused among the inhabitants, enables them to improve their farms, extend their various branches of business, build houses and factories and also make various other private and public improve-

ments. This expenditure is not like those mercantile operations which send the money out of the country to pay for foreign commodities. It is first brought into the country and then expended for a permanent investment never to be taken away. However large therefore the local subscriptions may be towards the construction of the work, instead of impoverishing would be more than counterbalanced by such local expenditure of money.

TAXES.

The increased ability to pay taxes is a local benefit that ought not to be overlooked. Rapid settlement of the country, extensive improvements and rise of property, would more than four fold such ability. The Railway itself would be valuable and productive real estate. It would be taxed as such in the townships and counties through which it passed. Although mostly constructed by foreign capital, it would, therefore, be assessed its fair proportion for all Municipal subscriptions.

MANUFACTURING.

Great would be the local benefits derived from this source. This wheat growing country would manufacture the flour, and also the barrels in which it was sent to market. The great quantity and variety of water power so conveniently distributed over this whole section would be brought into use. Staves, heading, and all the other kinds of lumber would be worked into various shapes for export. Iron, lead, marble, and woollen factories would be erected, man-

ufacturing towns built up, the population greatly increased, and this would thus become a prosperous and wealthy section of Canada.

MARKET.

The distance this section of Canada is from any reliable market, must be a very serious detriment.—Such inconveniences, unless obviated, will ever prevent its advancement. No adequate encouragement now exists to induce settlements and extend cultivation. The more distant from market the more rapid will be the transportation of produce required.—Nothing short of Railway facilities can, therefore, overcome this otherwise insurmountable difficulty.—The cars would take produce in winter as well as in summer, without transshipment, to any city or town in New England, or to be shipped from the Atlantic ports to old England.

No part of America of its size consumes as much foreign produce as New England. Its soil is too sterile to encourage agricultural efforts. Hence, Yankee enterprise is devoted to manufacturing, commercial and other pursuits. Its population, therefore, continues rapidly increasing. Its consumption then of imported produce must be immense. It is difficult to arrive at any accurate estimate. The cattle trade alone, at and in the immediate vicinity of Boston, amounts to over four millions of dollars annually.—From this single item, in one locality, some conception may be formed of the vast consumption of various productions in all of New England.

The manufacturing product of the State of Massa-

chusetts only amounts annually to one hundred and twenty millions of dollars. This amount gives some idea what the whole would be, including the other five States. Railway facilities in all of them connect with every manufacturing city, town, or other business place. Now completed or in a state of construction are three thousand four hundred and twenty miles of Railway, at the present cost of one hundred and six millions of dollars.

To send produce direct to New England consumers, free of any expense and injury by handling or trucking, would virtually change the relative position of this interior section. For all the benefits of trade, its locality would not exceed forty miles from the sea board. Such is the equalizing power of Railways. Hence the people of this section should spare no efforts to better their commercial relations by thus overcoming distance.

Since the opening of the Ogdensburgh Road, that part of Canada convenient to its Western terminus has derived great benefits from it. After paying duties the farmers have obtained better prices in New England than could be had in old England or her provinces. They have found a ready market for all kinds of coarse grain, cattle, sheep, beef, mutton, pork, butter, cheese, and even potatoes, poultry and eggs.—Purchasers from the East are continually in Canada, and the farmers have a market at their own doors.—Every depot on the Ogdensburgh Road is a Boston market. Such would also be the case with the St. Lawrence and Lake Huron Railway. No two sec-

tions of North America are of more mutual benefit to each other than could be New England and Canada.

RISE OF REAL ESTATE.

Twenty thousand square miles of territory will be more or less benefitted by this Railway. It would open up this vast section of country, rapidly promote its settlement, and literally make the wilderness to "bud and blossom like the rose." Instead of wilderness and solitude, the shores of its Lakes and Rivers, its extensive valuable forests and rich farming lands, would all become the abode of a dense and intelligent population, and throughout its length and breadth, exhibit industry, enterprise, and wealth.

Twelve millions and eight hundred thousand acres would be thus greatly increased in value. Aside from water power, town and village property, estimate this increase at the moderate sum of one pound five shillings per acre would amount to sixteen millions of pounds. Add to this estimate the increased price of water power, city, town, and village plots, and all the other sources, the aggregate would at least reach twenty-five millions of pounds, or one hundred millions of dollars.

THROUGH TRADE.

The largest amount of tonnage will come from the West. Although the grade is but slight either way, it will be most favorable for this heavy freight. The unrivalled position of this Railway, affording an unbroken connection between Lake Huron and tide water must make this trade very large on the opening of

the Road, and also a continual subsequent increase. The saving of distance and time, aside from expense, would be an important consideration. A vessel entering the Welland Canal with a cargo of three thousand barrels of flour, at the same time a freight train with an equal quantity, leaves Lake Huron, before the former would leave the canal the latter would arrive at its eastern terminus, if not reach Boston. No other proposed Railway in Canada promises to change in the season of navigation the transit of Western produce to market. But this will compete in carrying heavy as well as light freights, with lake vessels.—Opening a new channel calculated to change the tide of commerce, and thus exert so important an influence upon the carrying trade between New England and the Western States, must be regarded by all any way affected by it with deep interest. Express trains from the western terminus would reach tide water in 24 hours. Boston would thus be but a day's journey from Lake Huron.

INCREASE OF WESTERN TRADE.

Such increase has hitherto exceeded all speculation. New outlets fall greatly short of this yearly increase. No apprehension need be entertained by the old, therefore, that the present business will be diminished by new routes. Nor should any jealousy be indulged.—Those by whose enterprise any new avenue is opened to the West, ought to be allowed to locate and construct the same in the manner they deem most favorable. A captious opposition, emanating from some supposed conflicting local interest, should not be per-

mitted to interfere. Western producers and eastern consumers are strongly interested to have new routes opened for them. The more the better. Increase of commercial facilities, tends to a corresponding increase of Western products and Eastern supplies. This Railway would, from its peculiar favorable position, more than any other, have this desirable effect ; it would be to the county bordering on Lake Huron, Lake Michigan and Lake Superior, a preferable route. Even Detroit might divide its trade between Lake Erie and Georgian Bay

It is said, that this Bay, at a point convenient for a Railway Terminus is generally open during the winter. If this is so, vessels could pass between this Bay and Saginaw and other Bays on the south side of Lake Huron, bordering on Michigan, the year round. Saginaw Bay occupies a favorable position to accommodate this great wheat growing State. The distance to this Bay would be about two hundred miles, and a hundred and seventy-five miles to Thunder Bay, lying a short distance westerly ; a large amount of produce could be cheaper gathered at these points than any other in that State.

The rapid growth of the country around Lake Superior will soon open a large new trade from that quarter. The commerce of this truly denominated great inland sea, must ultimately be immense ; as the extensive territories bordering upon its southerly shore become settled, their agricultural products will go to market through this natural outlet. Those on the northerly side are not as favorable to agriculture, still to considerable extent, will be cultivated. But

bordering on this Lake is found a far greater source of commerce than any agricultural capabilities can furnish. Here is one of the richest Mineral regions in the world ; all of this vast trade would naturally pass down the safe northern channels into Georgian Bay. Unless the facilities at this point were insufficient, no part of it could be diverted by competition from any other quarter. Here then, will be the great depot of what is properly denominated the Western World ; no fear need be entertained as to rival routes connecting with this Depot. None can now foresee how many Railways will be required ; three will ultimately be constructed, connecting Georgian Bay with the St. Lawrence River, Lake Ontario and the Ottawa River.

EASTERN TRADE.

The supplies from the East required in the West would furnish a large amount of return freight over this Railway. No other route could be as expeditious. Time is becoming more and more important in mercantile operations, speed is therefore taken into consideration as much as the price. This route would have a decided advantage in both. The Western merchant could obtain his goods by this, a number of days sooner than by any other, and that too without any transshipment from the Atlantic cities to Lake Huron.

Debenture goods would be shipped by this route. Shipments might be made in winter as well as summer, from Liverpool to the Upper Lakes in fifteen days. A direct trade might thus be opened between Europe and the West, with only a change of cargo from Atlantic vessels to the cars.

New England manufactures would also find their way to the Western States over this Road. The mines would require a large amount of these and other supplies. Vast must be the amount of merchandize that would seek this channel to the Canadian and American shores of the Upper Lakes.

This would also become the favorite route for Emigrants. They would be much better accommodated this way, as to comfort, time and expense. It would require less changes of luggage, and be less liable to losses or delays.

POPULATION.

The counties through which this Railway passes, including only the north Riding of York contained a population in 1847, of one hundred, seventy four thousand, seven hundred and seven. With five years increase, must now amount to between two and three hundred thousand. A more intelligent and industrious people, will seldom be found in the interior of any country. Let any impartial man pass along the line of this Railway, and mix freely with the inhabitants he will readily concede the correctness of this statement. Nothing in the shape of abject poverty would be seen. But, he would find himself in the midst of a hospitable, well behaved and comfortably clad community. In every Township would be met well informed men, capable of filling any public station. Canada West needs only to be visited to be appreciated. That this Railway would be of inestimable advantage to themselves, and also to their country, they are fully satisfied. They see therefore no reason, why its con-

struction should not receive a hearty public encouragement. To obtain its speedy accomplishment, they manifest an indomitable determination, and an unyielding firmness that leave no doubts of final success.

GOVERNMENT LANDS.

The extended settlement that would be induced by this work will greatly enhance the value of a large tract of Government lands. This involves an important public consideration. Not only will the Government be directly benefitted by it, but the best interest of the country will also be promoted. Two fold will be the weight of responsibility upon the Government to second the efforts of those endeavoring to accomplish this noble enterprise. Would it be regarded honorable for any Government to fold its arms, and suffer unaided individual enterprise to thus promote its own particular interest? The American Government recently granted twelve miles in width of its lands, on both sides of a proposed Railway through the state of Illinois, not involving so many important public considerations to that country as this does to Canada. None confers greater general benefits, nor has therefore a greater right to demand public encouragement.

COMPARISON.

It is not intended to disparage other routes, but simply to set forth the merits of this. Nor do the friends of this project entertain any hostility to others, or regard them as competing lines. The best feeling of good will is felt for the success of every suggested

work. Nothing more is asked than to be placed upon an equal footing with them.

A glance at the map shows the position of the western lakes, and proximity of the River St. Lawrence to Georgian Bay. A large section of interior country lies between them. It is an even or but slightly undulating surface, well calculated for a cheap, straight, and easy grade Railway, which is required to develop its vast and varied resources, and which would afford an unrivalled amount of way trade. About seven hundred miles in distance would be saved to the upper lakes ; enough for successful competition with the shipping on the lower Lakes, and which would also secure an incalculable amount of through trade.

Where shall we look for a similar position, and to what can any comparison be made ? There is but one Georgian Bay. On the globe not a River surpasses the St. Lawrence. With no other then can this Railway have the slightest comparison, nor to any in particular will the attempt be made.

This Road will bring a large carrying trade through Canada, which no other means could accomplish. It connects the north western and eastern states by the shortest possible route, and will therefore become the greatest thoroughfare between them. No country, possessing so superior natural advantage should fail to avail itself of it. In doing so, Canada would but imitate the noble example of the state of New York. She has expended, and still continues to expend millions on millions to induce through the center of the state, the carrying trade from the great west, which has built up large cities and towns along the border

of her great thoroughfares. The genius of her DeWitt Clinton, enabled her to accomplish these gigantic works, which will ever perpetuate his memory. So anxious was she also, to secure the increase of this trade, that notwithstanding her direct interest in canal tolls, she granted three millions of dollars to the New York and Erie Railway, a rival and parallel route. And still more recently, she has repealed all the restrictions imposed on the Central Railways along the border of her Canals, leaving them also free to compete with her own public works.

MUNICIPAL SUBSCRIPTIONS.

This provision is an excellent enactment. It distributes the benefits and burthens equally. It empowers the people of each municipality to decide upon the propriety of such subscription, and determine the amount. For the same Debentures are issued, payable within twenty years, drawing legal annual interest. Upon these the money is raised, and the Municipality may be annually taxed to pay the same. Railway shares thus subscribed have no preference whatever over individual subscriptions, and operate therefore as so much security to the bond holders.

Cities, towns, villages, townships and counties, can thus become shareholders to Railways passing through them. Upon this line, such, including individual subscriptions, will most probably reach two hundred and fifty thousand pounds, equal to a million of dollars. The absolute certainty of the payment of all Municipal subscriptions, will inspire capitalists with confidence to make advances for the completion of the work.

The townships in this section are ten miles square, containing sixty four thousand acres. For Railway subscriptions, these lands, whether owned by residents or non-residents, would be assessed proportionally to valuation. This is but justice, inasmuch as the non-resident lands are equally benefited. The early settlers have done their share towards improving the country for the equal benefit of non-residents, who have escaped such hardships. The Legislature therefore did right, in vesting the residents with power to thus tax non-resident lands. They would be unwise not to avail themselves of the privilege. The lands in every township would at least be more than doubled in value. Estimating the increased value of each township at but two pounds per acre, would amount in each, to one hundred and twenty eight thousand pounds. This is but one, among the innumerable benefits, a Railway confers on the inhabitants. Suppose such townships subscribed ten thousand pounds, it would be but a fraction over three shillings per acre. The annual interest would be but a farthing over two pence per acre. Even this would only be paid during the construction of the Road, when its earnings would be an ample remuneration in semi-annual dividends. The line will run through twenty-nine townships. An average subscription of five thousand pounds in each, would amount to one hundred and forty five thousand pounds. The adjoining townships ought also to contribute their fair proportion. This could be accomplished by county subscriptions. An equal distribution of the two hundred and fifty thousand pounds among the townships in the immediate vicinity of the line,

would not amount to much over one shilling per acre, nor the annual interest but a fraction over a farthing per acre.

GAGE.

It is not intended to discuss the merits of the broad and narrow gage. Some suggestions why this Railway should be the ordinary gage is all that will be attempted.

The wheels, journals, boxes and axles, including trucks, are all of the same strength on either gage. The freight cars of the narrow gage will hold more than these can carry. Hence, there is no object in adding to their weight and expense. Ten tons are all that can be safely loaded upon each car. The lighter it is without impairing its strength the more freight it will bear.

For the same reason no passenger car ought to contain over sixty persons. Its eight wheels and four axles running at the rate of forty miles the hour would be less safe with more. With more room it would frequently be so crowded as to endanger the lives of the passengers. Nothing is therefore gained by increasing the size and expense of passenger cars.

The superior steadiness of the broad gage has been strenuously urged. But on a well constructed narrow gage road, the difference is but a slight importance compared to the great additional cost of the former, and the many other weighty reasons. Nor is there any great deficiency in steadiness of the cars and engines on the latter.

A still greater consideration exists, why this road should be of the ordinary gage. Such, with one or two exceptions, are all in North America.

Over New England is a net work of them. To adopt any other gage would tend to embarrass commercial intercourse with these consuming states, and deprive Canada of the best market. It would also be inconsistent with reciprocity so much desired. For why impose physical obstacles, and at the same time seek to relieve trade from revenue restrictions?

It is unreasonable to suppose that the thousands of miles of contiguous Railways will ever change their gage. It is quite probable however, that the few exceptions may make theirs conformable to them. These exceptions did not originate in any desire to extend trade, but to monopolize it in particular localities at the expense of the producers and consumers.

CHARTER.

A similar charter to those granted to other Railway companies in Canada, would secure the immediate construction of this. No possible injury could result from the Government guaranty. Nor would the revenue of the country be any way affected by it. None can deny but what this Road would be the safest, and most productive in Canada. The Government, having its mere endorsement for a half of its cost, upon the express condition of its completion, secured by the first lien, makes the security doubly secure. In fact, it amounts to nothing more than an emphatic expression of good will. If withheld, it would indicate a contrary feeling. Although the guaranty could not be of the

least detriment whatever to the Government, still to the Railway company it would be of the utmost importance. It would tend to inspire confidence in the speedy completion of the work. Being fully assured of this, no capitalist would fear but what the interest on the investment was abundantly secure. In so great an enterprise, deprived of this aid, it may be difficult for the inhabitants of this interior section to create such confidence, sufficiently to enlist foreign capital. Would not the refusal be so apparently an invidious distinction between this and less important works in Canada, as to repel such assistance? None would be willing to invest largely in the face of hostile legislation.

Such guaranty would also give the company a prospective credit, enabling them to obtain funds at a much lower rate of interest. This combined with the other considerations, seem to make the granting and terms of the charter a turning point, whether the Road shall or shall not be constructed. With provincial legislation, as in other like cases, sincerely shaped with the evident desire to have it built, there can be no possible doubt of its being done.

That the application will meet with some local opposition is to be expected. Men are to be found in all communities, whose feelings and actions are controlled by an overweening selfishness. Such hostility is the highest testimony in favor of the propriety and value of the work, and will receive no other respect whatever from the impartial and patriotic.

The farming and producing interest is the same in all parts of the country. The more outlets the cheap-

er the facilities of transportation, and the more they will realise for their products. The greater the competition for them between the Atlantic and other markets, the higher will be the price obtained. Whatever is gained by particular towns and cities by limiting such facilities is a monopoly operating as a direct tax on the farmers and producers.

A supposition that such charter would be denied, must, therefore, be wholly unfounded. What other Road can appeal to the Government with equal merit? It runs over two hundred miles through the very heart of the country. Its termini are also in Canada, at which, on the River St. Lawrence, and Lake Huron, will be built up large commercial cities. Its benefits reach extensive tracts of Provincial lands. Would not the supposition be unjust, then, that the Government would refuse to sympathise in a work dispensing so many blessings to the hardy and industrious pioneers in this great isolated section of its country. Many were the hardships they endured penetrating this wild interior, often compelled to become their own pack horses, struggling on from year to year, families growing up around them, suffering all the privations incidental to a new back country. How cheering then must be the first reasonable expectation that but the ordinary Legislative aid extended to other more favored sections, having the natural advantages of navigable communications, will also enable them to better their condition. Would it be strange then if they demanded such legislation as a right, which not only relieved themselves from a secluded position, but also promotes the best interests of their country? It

would be far more strange if they failed thus most strenuously to insist upon it.

RECIPROCITY.

The world's surface exerts a controlling influence over the destiny of its inhabitants. To determine the wants of the people no enlightened statesman, therefore, overlooks their geographical position. Hence he is aware the same commercial policy must be more or less conflicting upon separate continents. As various then must be the interests of Europe and America as are their respective geographical positions. These differences can never be overcome by legislation.—Nor would it be wise to attempt such physical impossibility. But between the United States and Canada no such insurmountable difficulties exist. To them a difference of policy is more important commercially than politically. Each State differs more or less in its peculiar modes of government, which does not disturb their federal relations. Still their harmony could not be long maintained with a divided commercial policy.

Great unanimity exists in Canada on this important question. All desire a commercial union on fair principles of reciprocity. This accords with their natural geographical position, and oneness of interest. The American government ought at once to yield its assent to such an arrangement. No great foresight is requisite to discover that the public sentiment both sides of the line will soon compel it to be done.

Strong enactments and still stronger means of in-

forcement will be required to prevent friendly intercourse and trade between a people separated by only an imaginary line, having a common origin, speaking one language, accustomed to similar modes of thinking, and cherishing the same ardent love of liberty.— All enmity engendered by past hostile conflicts is swept away by the more lasting and endearing kindred ties, which bind them more and more closely in the fraternal bonds of a continental brotherhood.

REMARKS.

A slight examination of this subject must convince all that this Railway will be a safe investment of capital. No real estate could be more secure. For this as such, combines the productiveness of commercial, manufacturing, and banking operations. The funds of the latter might be abstracted and the institution at once bankrupted. But the earnings of a Railway cannot be abstracted without detection beyond a single dividend.

It is true that non-paying roads are constructed.— These originate mainly in local, private, and other selfish influences, instead of the public wants. Their locations are not calculated to develop new resources of trade. Natural and other communications being sufficient for this were all the facilities required. The public mind should distinguish between such and a great thoroughfare, opening a new and shorter commercial channel between the Western Lakes and Atlantic Ocean through the centre of a vast, rich territory.

This Railway will constitute an important link in

the great Northern route to the Pacific Ocean. So sure as that Road shall be constructed, this will also be extended Westerly to connect with it. Such extension might cross at the Sault St. Mary, the Mississippi river at the Falls of St. Anthony and the great bend of the Missouri river by bridges, which the more southerly route could not accomplish. By the time the Pacific Road is so far under way as to warrant a commencement of such extension, Wisconsin, Minnesota, and the Missouri Territory will become rich and populous States. They will not only have abundant means, but will insist upon its construction. To connect with such line at St. Mary, the Canada part will not much exceed two hundred miles.

May not the hope be indulged that sufficient has been shown to establish the claim of the St. Lawrence and Lake Huron Railway to equal favor with the most important public Works in Canada? By what other would a barrel of flour be taken from Lake Huron to tide water at Boston for three shillings and sixpence? What other could successfully compete for the trade of the North Western States, or prevent the same from being mainly diverted through the valleys of the Mohawk and Hudson, instead of reaching the great valley of the St. Lawrence? And what other would develop the resources of so large and productive interior section of country, and thus combine so many great local and general advantages?

Respectfully submitted to the Committees appointed to Promote the Construction of the St. Lawrence and Lake Huron Railway.

A. C. BROWN.

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