

than to rectify it when committed. I understand that the Hamilton merchants have been forwarding goods by the Hamilton and Toronto, and Grand Trunk Railways to Guelph, at the same rate that goods are forwarded from Toronto to Guelph, in order to retain the Guelph business, until the Galt and Guelph branch of the Great Western Railway is opened, when of course Hamilton will have the advantage of five miles in distance and of nearly an hour in time without changing cars, over Toronto, thereby avoiding the necessity of forcing the trade as at present. I am also informed that passengers are brought from Guelph to Toronto, by Hamilton, for $12\frac{1}{2}$ cents cheaper than by the Grand Trunk Railway. This is the Report "on change" and there is no reason to doubt its correctness. These remarks tend to demonstrate the energy and determination of our Hamilton friends, who certainly deserve every credit for their foresight and enterprise, to which the prosperity of their City may well be attributed. All this may appear very discursive, and probably may be considered by some parties to be foreign to the question, but it is necessary that these facts should become known before it is too late. The subject is no doubt open to discussion; in any case it must be admitted that it is worthy of the most earnest consideration. The construction of the North-west Railway will be of the greatest benefit to Guelph, not only securing the passing trade from Owen Sound, but also the through European and American commerce in return. In this particular Guelph will possess a decided advantage over both Hamilton and Toronto. All European goods for Owen Sound conveyed by the Grand Trunk, and the Hamilton and Toronto Railway to Hamilton, and the Great Western Railway to Guelph must pass over 33 miles of Railway additional to the direct line by the Grand Trunk Railway to Guelph, to the disadvantage of Hamilton. In the same manner all American goods for Owen Sound will take the direct line by the Great Western Railway to Guelph, to the disadvantage of Toronto; the difference in expense per ton per mile, would be as follows:—Freight of one ton of goods, 33 miles additional, at $2\frac{1}{2}$ cents per mile, $82\frac{1}{2}$ cents. Besides the increased expense of handling and changing cars, which would amount to at least one dollar a ton altogether, a