

asked for. We can scarcely credit the statement, that a measure affecting the interests of two hundred thousand people directly, and in which the whole Country is indirectly concerned, should have passed the Committee on Standing Orders under a notice which did not more fully specify its objects. We trust that we have been mis-informed on the subject.

The Woodstock and Lake Erie Railway Company are authorized by their Act to construct a Railway from Woodstock to Port Dover, and have the right to extend their line from the latter place, or from Simcoe, to Dunville. It is now, as we understand, proposed to have their Act so amended as to enable them to extend their line in an opposite direction, something like 150 miles, upon a route never contemplated at the time of the passage of the original Act. Upon a short line, of less than 40 miles, it is thus sought to tack, for purely personal objects, another line 150 miles long, wholly disconnected with, and forming an acute angle to their main line, and this attempt is made, too, without any public notice having been given of the real intention of the parties.

If Parliament, acting in ignorance of these facts, should be induced to grant the amendment asked for, these parties propose to complete a Southern line of Railway, from the Detroit River to the Falls of Niagara (where the chief mover in the scheme owns a large property) by means of the right claimed by the Erie and Ontario Railway Company to carry their road from that point to Dunville. This will appear by reference to the map, as exhibited in the Railway Committee Room. Both the Erie and Ontario and Woodstock lines are controlled by the same parties, and both run in wrong directions to command a paying business. Hence extraordinary efforts are made to tack these two small, but unprofitable entreprizes, upon one of greater magnitude, which promises to be a better investment.

There is one important consideration which we omitted to allude to in the proper place, to which we desire to draw the attention of the Committee, and which you will be able to substantiate.

It is the fact that Hamilton and Toronto are, in point of time, nearer, for heavy merchandize and the chief products of the soil, (which during navigation are transported by water) to the Eastern markets, by four days at least, than Buffalo or Dunville. We conceive that no stronger argument can be adduced in favor of these Ports becoming the best on the Lake, for carrying on the commerce of the Western and Southern parts of the Province.

We feel assured that the Committee on Railways, in view of the facts we have stated, will afford to those whom we represent and to the citizens of Hamilton, and others interested, a fair opportunity of laying before them such further evidence as the importance of the subject demands, before making their Report to the Legislative Assembly.

In conclusion we beg to subscribe ourselves,

Your very obedient servants,

H. B. WILLSON,
J. ADAM

P. S.—Since writing the above we have learned, that the mode by which the Woodstock and Lake Erie Company propose to effect their object, for procuring a Southern Line of Railway, is by obtaining the power to extend their Line Eastward from Dunville to the Falls of Niagara and Westward