

the thickly settled shores of Lake Erie, and for the establishment of one or more daily lines of first class Steamers, in connection with the Hamilton and Port Dover Railway, between Port Dover and Cleveland, which is the mouth of the great Ohio Canal, as well as to other points on the Lake. In addition to the advantages possessed by Dover, as a point of connection between the two Lakes as already stated, it is nearly 100 miles higher up the Lake than Buffalo, and is open several weeks earlier than the latter in Spring, and also avoids much of the perilous navigation of that stormy Lake. It is, besides, opposite the great coal fields of Pennsylvania and Ohio, whence cheap and inexhaustible supplies of Coal will be afforded to the Province. As a freight line, the Directors of the Hamilton and Port Dover Railway Company believe that its importance cannot be over estimated—and it is this class of business that contributes most largely to the growth and wealth of towns and cities. The carriage of passengers through a country adds but little to the general wealth, although it is valuable as a means of profit to Railways.

“There is no reason, however, to doubt that this line will have a large passenger as well as freight traffic. It is a universal law of commerce, that the movement of passengers is always more or less influenced by the general course of trade. If Hamilton becomes the entrepôt for Southern Canada and the Shores of Lake Erie, those who conduct the business of the various localities will necessarily be frequently drawn here, and our business men will have constant occasion to visit the sources of business. Thus, in addition to local, we may count upon a large through passenger traffic.”

As it has been doubted whether any considerable amount of freight can be profitably transhipped and passed over by Railway from one Lake to the other, a few facts may be adduced, which will place the subject within the comprehension of every person who will take the trouble to examine it. The most important articles of transit are grains of various kinds. These, it has been ascertained, can be raised by steam or water elevators from the holds of vessels, and discharged in bulk into grain cars at a cost of *less than one-fifth of a cent per bushel*. This is what the Directors are assured by persons engaged in the business, is the actual result of the Steam Elevators used at Chicago and other places. An Engine capable of raising from the holds of vessels 100,000 bushels per day, it is estimated, can be worked at a cost of \$25 per day, this would leave \$175 to apply on labor to feed the Elevators in use and for incidental expenses. The actual charge made by the Steam Elevator Companies at Chicago, for raising grain, is half a cent per bushel, which includes five days' storage and the Companies' profits which are said to be large. This profit would, in the case of the Hamilton and Port Dover Railway, constitute a part of that Com-