

part of Canada. Hamilton has also the advantage of the following planked or macadamized roads, Government :

From Hamilton to Dover, on Lake Erie, 39 miles,
Hamilton to Brantford, 23½ miles,
Brantford to Woodstock, 27 miles,
Woodstock to London, 32½ miles,
Hamilton to Galt, 25 miles.

Yet, its population now only amounts to little more than 7000 inhabitants.

Toronto is the outlet of a tract of country less extensive and populous, and in a large portion of lately settled. Macadamized or planked roads extend no more than nineteen miles to the West, the North, and sixteen to the East; to which may be added a planked road lately made, extending up to the North-west, made as a private speculation, at the risk and expense of a private company, of which, the Board is rejoiced to find, prove very great. But the population of Toronto was 19,200 inhabitants—the increase alone in seven years being more than the entire population of 1847. It may be said that Toronto had, for many years, the advantage of being the Seat of Government; but of Government has been removed six years, and the material increase in the mercantile wealth of the taken place since then.

Hamilton, then, although it has risen to be a place of considerable extent, has not risen so rapidly as it must have done had it really possessed the advantages which its situation would seem to indicate, and its importance at this moment arising round it, which still further threaten its future relative importance. It has been said that if a railroad were carried through Hamilton, to Toronto, it would have the effect of diverting the traffic from the former to the latter place: to grant this would be to affirm that the harbour of Hamilton is utterly worthless. In truth, carrying the line from Toronto through Hamilton, would have the effect of fitting the latter town alone, at the expense of the Railroad company, as in that case no part of the line from the magnificent agricultural country round Guelph would touch on the Railroad at all, east or west of HAMILTON,—but would be carried through Galt, and Plumborough West to Dandys, and from thence through Desjardins Canal, which it is now determined shall be made a ship canal, past Hamilton, through Bay, until some wiser and more enterprising parties constructed a railroad from that district to the harbour of Toronto. (Appendix 9.) At this moment, the Gore District Council is negotiating with the Hamilton District Council for the construction of a macadamized or plank road from Guelph to Hamilton.

Following the Great Western line westward, from Hamilton, it does not appear to offer any advantage over a road carried westward from Guelph.

For these reasons, this Board should resist any departure from the line to Guelph, in its negotiation with the Great Western Company. As, however, it is desirable to avoid rivalry, this Board is prepared to recommend a junction or union based upon such a plan as without sacrificing the interests of either Company, will retain the more valuable portions of each, and which may probably be done by Woodstock as the place of junction.

The Toronto main line would then be—from Toronto to Guelph, 43½ miles, and from Guelph to Woodstock, direct, 39 miles. The Great Western line would be,—from Hamilton to Brantford, 23½ miles, Brantford to Woodstock 23 miles, or as there appears to be great difficulty in crossing the Grand River at Brantford, the Great Western line will probably be carried from that place to Paris, 6 miles, and from the junction at Woodstock, 21 miles. The United line to be carried from Woodstock to London, 32 miles, and from London to Sarnia, 61 miles, each Company reserving to itself its own branches. Those of the Great Western would be, from Hamilton to Fort Erie, and from London to Windsor,—should that Company make them. The first branch from the Toronto line would be from Guelph to Stratford, 39½ miles, thence to Goderich, 45 miles. Or, by a trifling divergence from the direct line between Guelph and Woodstock, so as to cross the south-east part of the Township of Wilmot, which would place the road on a more level line, a point may be gained, from whence the branch to Stratford would be only 25 miles.

The different lines on this plan would be as follows :

The Toronto line—Toronto to Guelph.....	43½ miles	}	83½ miles
Guelph to Woodstock.....	40		
Branches—Wilmot to Stratford.....	25	}	70
Stratford to Goderich.....	45		
Great Western—Hamilton to Brantford.....	23½ miles	}	50½ miles
Brantford to Paris.....	6		
Paris to Woodstock.....	21		
Branches—Hamilton to Fort Erie.....	53	}	165
London to Windsor.....	112		
United Line—Woodstock to London.....	32 miles	}	93 miles.
London to Sarnia.....	61		

Or, should it be considered more advisable to carry the United line from London to Windsor, the Toronto Company would have the power of running a branch to Sarnia. The act now gives this almost unlimited time—twenty years—to complete its branches.

Or, a complete union of the two companies may be arranged, for the purpose of carrying out the above plan, as may be considered most advisable, completing the most profitable portions first, and carrying out or modifying the remainder, as circumstances may hereafter point out.

THE CITY OF TORONTO AND LAKE HURON RAILROAD OFFICE,
TORONTO, 16th FEBRUARY, 1847.

