

named, passes through the best agricultural districts in Upper Canada, and will command a profitable local business.

The next Act relates to the "Peterborough and Port Hope Railroad, a charter for which was first granted in 1846. It is an important branch road, and when constructed, will bring a rich section of Canada into communication with the navigation of Lake Ontario and with the "Main Trunk." Another act chartered, or rather renews a charter, granted in 1834, for the construction of a railroad from Cobourg (only seven miles from Port Hope) to Peterborough. It is not, we presume, seriously intended to construct both lines, as in that event neither could be made profitable, and either would answer every purpose in opening the interior of the country. The rivalry is confined to the towns of Cobourg and Port Hope, which are bidding for the business of Peterborough. Neither of the lines, we believe, offer any serious engineering difficulty to their construction; and the only obstruction will be of a financial character; the first to overcome that will be the successful competitor. The engineer of the Port Hope line has made his report of a preliminary survey—we are not aware that anything has been done on the other route.

"An Act authorizing the construction of a Railway from Galt to Guelph." This line will be an extension of the branch from the Great Western to Galt, already under construction. It is an effort to obtain for the Great Western Road and the City of Hamilton, a share of the business of Guelph and its vicinity, which will otherwise be drawn off by the Toronto and Guelph line. It may therefore be considered as an extension of the charter of the Great Western Company.

The Hamilton and Toronto Railway Company has obtained a Charter for constructing a Railroad between those cities. It will be an important road, as connecting the two principal cities of Canada West, and as a link connecting the Great Western with the Main Trunk at Toronto. There are no engineering difficulties likely to make this an expensive road, and it will undoubtedly afford ample remuneration for capital invested in it. A preliminary survey has been made under the direction of Mr. Benedict—late Chief Engineer to the Great Western Company. We think Toronto would have consulted her own interests had she taken a more active part in the successful prosecution of this enterprise—it will form the connecting link between this city and the roads of the State of New York, and the interests of her business in that direction, as well as westward of Hamilton, make a fair representation in its management of great importance.

"An Act to empower any Railway Company, whose Railway forms part of the Main Trunk Line of Railway throughout this Province, to unite with any other such Company, or to purchase the property and rights of any such Company; and to repeal certain Acts therein mentioned, incorporating Railway Companies."

This Act requires no comment—it is intended to facilitate the future working of the main line through the Province, under one management.

"An Act to provide for the incorporation of a Company, to

construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such Railway to the Eastern Frontier of this Province."

This has already been noticed in connexion with the Main Trunk, of which it will eventually form the eastern extension towards Halifax. We understand that the necessary capital has been subscribed towards this line, and that there is a fair prospect for its early construction. It will be entitled to the Government guarantee of £3,000 sterling, per mile. From Trois Pistoles a road to Miramichi will meet the roads of Nova Scotia and New Brunswick.

"An Act to amend and extend the Act incorporating a Company for making a railroad from the Village of Industry to the Township of Rawdon in Lower Canada." This road is nearly completed—is has only a local importance.

"An Act to amend the Act incorporating the *Ontario, Simcoe and Huron Railroad Union Company*." The amendment relates to the election of Directors, and repeals that part of the original Charter which empowered the Company to raise money by lottery. This road is in a very forward state and will doubtless be the first completed road in Upper Canada. There are already 27 miles of iron laid, and it is in contemplation to open the completed portion of it immediately, beyond this twenty-seven miles, the grading is very nearly completed as far as Barrie, (63 miles from Toronto,) thence to the waters of Lake Huron, about 30 miles, the surveys are already made, and the road will be constructed before the fall of 1853. This road will receive the Government Guarantee for one-half of the cost of its construction. It is a road of great importance, as being the nearest connecting link between the navigation of Lakes Huron and Michigan, and Ontario, and will without doubt command a large share of the business of the north-west, and all the business of the vast mineral regions of Lake Superior, since the distance by this route to the projected canal at Sault Ste. Mary, and to the Straits of Mackinaw, from New York and Boston, will be less by some 250 miles than any other route. Independently of this, however, 65 miles of the road pass through a very rich and thickly settled country, the business of which has hitherto found its way to Toronto, over the "Yonge Street Macadamized Roads."

"An Act to authorize the Brantford and Buffalo Joint Stock Railroad Company, to construct a Railway from Fort Erie to Goderich." This road had been commenced from Fort Erie to Brantford, and partly graded under the General Road Act, since repealed. The present Act empowers the Company to extend their line to Goderich—it will therefore cross both the "Great Western" and the "Toronto and Sarnia" roads at nearly right angles.

"An Act to incorporate the Grand Junction Railroad Company." The Grand Junction Railway, we believe, is intended to connect Peterborough with the waters of Lake Huron at Gloucester Bay, with Toronto, and with the Main Trunk at or near Belleville. It would undoubtedly open a vast and valuable tract