

To this advantage in distance add the difference in running time in favor of Hamilton, to which there is a down grade from Guelph, versus an average up grade of 13 feet per mile to overcome the summit west of Acton. These advantages will make a difference of nearly half an hour in running time in favour of Hamilton, and nearly one hour if a direct line was constructed. If the Central Line from Owen Sound to Toronto was also constructed, the comparison of routes would be as follows:—

From Owen Sound to Toronto by the Central Line.....	108 miles, 4 hours.
By the North-west Railway to Guelph, and to Hamilton by the Great Western.....	135 miles, 5 hours.

This comparison would give an advantage of one hour in favour of Toronto; if the direct line was constructed, the difference would be—

From Owen Sound by the Central Line to Toronto	108 miles 4 hs.
“ By the North-west and Great Western Railways to Hamilton.....	120 miles 4 hs. 30 min.

Difference in favour of the Central.....	12 miles	30 min.
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The great superiority of the Central Route over the North-west Route being evident, it is the duty of every citizen of Toronto to advocate its construction previous to the North-west Railway. The Report of the Hamilton Board of Trade in the Supplement, will give some idea of their anxiety on the subject.

If these calculations are correct, and I would mention that by disproving them, the disadvantages to Toronto would be increased, what citizen of Toronto therefore, would for one moment imagine that a mere name would bring business. The trade of those flourishing counties would be certainly lost to Toronto, “and would ultimately find an outlet in another direction,” by the construction of the North-west Railway. The Central route, when constructed, would no doubt turn the trade into its proper channel—the Grand Trunk Railway—instead of crossing it at Guelph on its way to Hamilton. Experience conclusively shews that it is a very difficult matter to turn a trade once established; it is easier therefore to avoid the error