

with a capital of £500,000, divided into shares of £25 each. During the year 1854 a survey of the line was made, under the direction of R. G. Benedict, Esq., Civil Engineer, but owing to circumstances which it is unnecessary to refer to, no steps were taken to put the work under contract, or to raise funds for its construction. The expenses thus far incurred for surveys, Secretary's salary, and printing, only amount to about £1,300, which have been paid. The Company is therefore free from liability, and are in a most favourable position for commencing work.

The next thing to be noted, is the fact that the population of the southern tier of Counties, bordering on Lake Erie, now amounts to nearly 200,000. This tract of country, which is unprovided with railway communication, is over 200 miles long, and of an average breadth of 20 miles. In the fertility of its soil, the mildness of its climate, and the industry and energy of its inhabitants, it is equal if not superior to any other given tract of equal extent in the Province.

Hitherto, but a small share of the products of this fine section of country, have found their way to our market, for want of means of transit. A small amount of merchandize may have been supplied by our merchants; but limited as our commercial intercourse has been with the shores of Lake Erie, it has been seriously affected by the opening of the Buffalo and Brantford Railway, which has cut us off from much of the business south of the Grand River.

The Directors have the strongest reason to believe, that in less than three years, what is called the Southern Railway, will be completed. This line, as everybody knows, will extend from the Niagara to the Detroit River, and will pass through the very heart of the tract of country referred to. It is almost too obvious to need remark, that when this Southern Line shall be completed, the entire commerce of the Southern Counties, with all their numerous towns and villages, and a population of 200,000 souls, will be lost to us beyond retrieve, unless we put forth great efforts and construct the line from here to Dover, or to Simcoe, where a connection will be had at a favourable point, with the Woodstock and Lake Erie line, and also with its western extension, which is to form a part of Southern Railway. With such a connection, it can be demonstrated almost to a mathematical certainty, that nearly if not quite all of the heavy freight traffic of this line must flow to our City.