

tween the point of intersection and Niagara, than between the same point and Hamilton. These facts, it is conceived, settle the question as to the superiority of this City, as the entrepôt for South-Western Canada, as well as for such foreign commerce as may be carried on through this part of the Province.

If these arguments are sound, and it is thought they do not admit of denial, it will follow that the great bulk of the produce freight of the Southern Line, during the season of navigation, will, as in the case of the Great Western, find its way to Eastern markets through this City and by Lake Ontario, and the returning trains will carry back a proportionate quantity of merchandize.—The Directors are unable to state the proportion of the Great Western freight traffic received from, and delivered to vessels navigating Lake Ontario; but it is generally understood to be, during navigation, far greater than that which is carried on by way of the Suspension Bridge.

In addition to the freight business that may be confidently relied upon being drawn from and delivered to the Southern Line, there will be a very considerable passenger traffic. The population of the Southern tier of Counties will find Hamilton and Toronto their favorite markets and places of resort for the transaction of business, and for recreation and pleasure; and as all business, whether freight or passenger, drawn from or given to the Southern Line of Railway, will pass over nearly the whole length of the Hamilton and Port Dover Line, it must prove a source of large profit to the latter Company, as well as to the former.

LAKE ERIE.

The following extract from the Report before quoted, will sufficiently explain the nature and extent of the business that may be expected to be done between the two lakes by means of the Hamilton and Port Dover Railway :

“ In addition to these extensive sources of business, the trade between the two lakes, that will flow over our line, will doubtless be very great. This trade has so increased that the Welland Canal is quite inadequate to its wants. Formerly a vessel could pass through this Canal in from 20 to 30 hours. It now requires a whole week, and this route has become nearly as tedious as that by the Erie Canal, *via* Buffalo. It has been shewn that a cargo of wheat or flour, leaving Cleveland in the evening by steamer, and arriving at Port Dover in the morning, may be again set afloat on Lake Ontario, by means of our Railway, the following evening, and be delivered at Oswego the next morning. This may seem incredible; but with the improved means of transshipment, by Steam and Water power, it is perfectly practicable. We may, therefore, confidently count upon a large trade from all parts of