

No comparison can be made to any other line, for the GREAT WESTERN RAILWAY OF CANADA affords the most direct route between the foot of Lake Erie and Detroit, and any other line to connect those points, must wind round the Southern shore of Lake Erie, increasing the distance by at least 125 miles.

Again,—such is the fortunate position of the Great Western, that it must form an essential part of that other great, though more northerly, Line of communication, commencing at the head, and extending along the Canadian shores of Lake Ontario, through Toronto and Kingston, and thence on the borders of the St. Lawrence River to Montreal, Quebec, and Halifax,—with branch lines stretching out from Oswego to Syracuse,—from Cape Vincent to Rome,—from Ogdensburg to Boston,—and from Montreal to Portland, Boston, and New York. Most of these lines are completed.

It is not professional skill that has placed the location of the Great Western on the precise ground that will thus enable it to control the trade and travel of such a vast portion of the Canadas and the prosperous American States, east and west of its terminus. It owes its value and all these innumerable advantages to the physical formation, and great geographical divisions of the country.

The direct Line of travel from the Atlantic coast of the New England States to the Mississippi, has been controlled by that distribution of hills and valleys, which formerly ruled the location of the Erie Canal, and carried that work due west through the central and richest portions of the State of New York, in which great Cities have since grown up, and the highest grade of national prosperity has been nearly reached.

This Line of trade and travel is brought to the Niagara frontier of the Canadian and American possessions, a little south of the western end of Lake Ontario, and a little north of the eastern end of Lake Erie, where Nature seems to have provided for its further progress by bringing the opposite cliffs so near together, that it is practicable there, and *there only*, to pass over, by a single arch, the waters discharged by the great cataract of Niagara.

This important and indispensable line cannot be deflected to the South,—for Lake Erie lies in the way; and it cannot diverge to the North,—for Lakes Ontario and Huron intervene in that direction. It *must* pass between the Lakes Erie and Ontario, and cross the waters of the former, below the Niagara Falls, and thence traverse the succession of valleys and level plains which are found in the same parallel, in Western Canada. It cannot deviate from this course until it again encounters at Detroit the narrow channel that connects the Northern lakes with Lake Erie, and which separates Canada from Michigan.

After passing this Channel the same succession of level plains is continued into the fertile and almost boundless region, known as the Valley of the Mississippi,—that immense field, which is now absorbing the surplus population of the Kingdoms of Europe, and is increasing in influence and wealth with a rapidity, that has hitherto been without a parallel in the history of the world.

Without dwelling upon the prospects of *EVENTUAL TRAFFIC*, resulting from the rapid progression of population and the development of the resources of the North American States, and of Canada, or upon that invariably resulting from the establishment of Railways,—which renders the present undertaking so peculiarly inviting, with a view to *PERMANENT INVESTMENT*,—it may be sufficient to state, with regard to the *EXISTING TRAFFIC*, and the *PRESENT AND IMMEDIATE PROSPECT* of remunerative returns. (See Note F.)

First,—That the Michigan Central Railway which is a continuation of the line of the Great Western Railway of Canada, has paid dividends of from eight to ten per cent.; while an account of the receipts and working expenses of this line, for six months, ending on the 30th of November last, obtained from authentic source, shows a most rapid and extraordinary increase of profit. (See Note D.)

Second,—That the lines of Railway in New York and New England, which complete the communication between the vicinity of the Niagara River and the Atlantic, although competing with the Erie Canal, and with one another, for the traffic, *which will be concentrated on the GREAT WESTERN RAILWAY OF CANADA*, pay dividends of from eight to ten per cent., and occasional large bonuses. (See Note E.)

Third,—That the existing *passenger traffic* between the State of New York and Detroit, supposing two-thirds of it only to be carried by the Great Western Railway, and making no allowance for the increase of travelling occasioned by the increased facility, expedition and economy of Railway communication, would, according to an estimate made by the Company's Engineer in Canada, be sufficient to pay seven per cent. on the cost of construction, *without taking into account the local traffic of Canada*, or the general traffic in goods and merchandise.

The line is of a peculiarly easy character, traversing for the greater part of its distance a level plateau, involving no heavy engineering works, and for more than 247 miles, the Line is so perfectly straight, that it differs less than four miles, from an *air Line* drawn between the same points.

In conclusion, one fact connected with the advantages which this important Railway possesses, cannot be overlooked. In making his report to the Directors, Charles Stuart, Esq., one of the most eminent and experienced Civil Engineers in the United States, remarks, "that he knows of no case comparable with this, and that it is doubtful whether another location of the same extent, can be found on the Continent of America, so well adapted to the attainment of *HIGH VELOCITY*, and *GREAT ECONOMY OF TRANSPORTATION*."

* See Sketch, No. II.

† See annexed Sketch, No. III.

‡ See Note C, respecting *THE CANADIAN TRAFFIC* on the Great Western Railway.

§ See Notes A, B, C, D, E, F, and G, see page 1 and 2. For the References to Sketch No. III, see page

1. See Note D.