

Great Western Railroad on behalf of the Desjardines Canal Company, for certain improvements in said Canal. Such "improvements" were rendered necessary, in fact unavoidable, by the unsuccessful attempts of the Great Western Company to construct a bridge across the present Canal, at the Burlington Heights, where, after expending a large amount of money, it was found advisable to abandon the works and change the course of the Canal—this change is considered, to a certain extent, an improvement of that navigation.

"An Act to incorporate the Main Trunk Railway of Canada," is the most important Railway Act of the session, and demands more extended notice than we are now prepared to give it. The Company will be entitled to the Government guarantee of £3,000 sterling, per mile. With the political movements which accompanied its passage through the Legislature, we have nothing to do—but we may be permitted to express our satisfaction at the fair prospects opened by it for the early construction of a main line of communication through the whole length of Canada, and our hope that its final location will be determined, as well with a view to the economical construction and subsequent working of the road, as to conserve the broadest interests of the whole Province. At present, we believe, no more is known in reference to its route than that it is intended to extend from Montreal to Kingston, and thence to Toronto—below Montreal the Atlantic and St. Lawrence road, as far as Richmond, already in operation, and the Richmond and Quebec road, now under construction, will connect the Main Trunk with Quebec—below Quebec the Trois Pistoles road will carry it on to that point, and thence it is expected a road will be constructed to Miramichi, thus uniting with the roads projected and in progress in Nova Scotia and New Brunswick.

Westward of Toronto, the Toronto and Guelph road, now under contract as far as Guelph, and its recently chartered extension to Port Sarnia, will connect the Main Trunk with the waters of Lake Huron, at the head of the river St. Clair, and with the most fertile region of the Canadian Peninsula; beyond that point a short road in Michigan, (we believe now under construction to Port Huron, immediately opposite and within one-fourth of a mile of Port Sarnia,) will connect through Detroit, and by the Michigan Central Railroad, with Chicago and all the roads west and south-west of that point. From Port Huron, another road, partly constructed, extends through the heart of Michigan to Grand Haven, opposite Milwaukee, while Port Sarnia being at the foot of Lake Huron, will command a large portion of the north-western trade, borne over Lakes Michigan and Huron. The importance of such a chain of communication through the Provinces and extending into the adjoining Republic can hardly be over-rated, and the connexion which the Main Trunk has with the lines we have named, can not fail to make it a profitable speculation. These are not, however, all the sources from which it will derive support. It will be connected by a line from Toronto to Hamilton, with the *Great Western* road, which also connects via Detroit with most of the lines above named westward of that point, and though the larger portion of the *Great Western's* Trade may reasonably be expected to pass over its extension to the

Niagara Frontier into the adjoining State—still it must, to a certain extent, be a feeder to the Grand Trunk. Many branch roads will doubtless be constructed, stretching into the interior of the country, of which some are already projected, and will become valuable contributors to the trade of the Main Line.

The distances from Trois Pistoles to Detroit, by this system of roads, will be nearly as follow:—

Trois Pistoles to Quebec, say.....	145 miles.
Quebec to Richmond.....	90
Richmond to Montreal.....	70
Montreal to Kingston.....	170
Kingston to Toronto.....	165
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Via Port Sarnia:—	640
From Toronto to Guelph.....	47 miles.
Guelph to Sarnia.....	115
Sarnia to Detroit, (in Michigan).....	52
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Via Hamilton:—	214
From Toronto to Hamilton.....	40 miles.
“ Hamilton to Detroit.....	180
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	220 miles.

The Main Trunk, therefore, with its extensions, will consist of 1074 miles in Canada, of which 387 miles are under contract and in a forward state, and about 90 miles in operation.

"An Act to amend the Erie and Ontario Railroad Company," relates to a Company chartered in 1835, for the construction of a Railroad between the mouth of the Niagara River and Chippawa, thus connecting the navigation of Lakes Erie and Ontario by Railroad on the Canada side. This road will of course be in direct competition with the one already commenced on the opposite side of the river to extend from Buffalo to Youngstown.

Two Acts were passed in relation to the Bytown and Prescott Railroad, one granting certain lands in Bytown, the other amending a former charter. The Bytown and Prescott road connects the heart of the Ottawa country at Bytown, with the St. Lawrence at Prescott, immediately opposite the terminus of the Ogdensburgh road—a distance of about 54 miles. The grading of this road is in a forward state, and it is confidently asserted that it will be opened for business next season.

"An Act to incorporate the Toronto and Guelph Railway Company." This title hardly expresses the object of the Act, which empowers the Company previously chartered to extend their line to the waters of Lake Huron at Sarnia. We have already alluded to this in connexion with the Grand Trunk line; it will compete with the *Great Western* for the trade of the far west, and will undoubtedly obtain that portion of it which is destined to pass through Canada, on the other hand, the *Great Western* must always command such of the western business as will find a more profitable channel to market over the roads of New York.

The "*Toronto and Sarnia*" road, as it may more correctly be