

which would have fallen into the hands of the American carriers, had the Southern Line been built in its stead. This large and profitable business will every year increase; and when the Hamilton and Toronto Railway is opened, a few months hence, the latter city will be able to compete on favorable terms, for a share of this newly developed business. The additional freight that will be brought to the basin of Lake Ontario, which by the Southern Route would have gone to Buffalo, will hereafter form a very important source of profit to the Grand Trunk Railway. We would ask, can the projectors of that work, who have induced so many people in England to embark their means (in many cases nearly their all) in it, honestly encourage the formation of enterprises intended to divert from the Province the best sources of profit to their undertaking? That a policy so suicidal to the interests of Canada, as well as so injurious to the Shareholders in the Grand Trunk Railway, is intended to be pursued, we will not believe until we have some clearer evidences of it than the *ad captandum* assertions of interested parties.

Believing that the Railway Committee will act with the view, not only of promoting Provincial interests, but also upon the higher principle of doing justice to those who took Stock in our great Railways now constructing under very flattering representations, we will proceed to point out in what respects the route, indicated for the Hamilton and South-Western line, meets the designation of a Provincial undertaking.

It may here be noted that, so far as the more general interests of the Province are involved in the question, the foreign through passenger traffic is of secondary importance to the freight business, which contributes very essentially to the commerce of a country. This source of profit (arising from the carrying of through passengers) will, however, be of the utmost importance to the proposed Railway itself. The projectors of the Hamilton and South Western line do not expect, or desire, to divert this class of traffic from the most direct routes.

Referring again to the map, it will be seen that the eastern portion of the route, between the Niagara and Detroit Rivers, is already in part supplied by the Buffalo and Bemiford Line; that is between Buffalo and Dunville. If the pretensions of the Erie and Ontario Railway Company, to the right to extend their line from Chippewa to Dunville, be well founded, a branch route will be opened from Dunville to the Suspension Bridge. The link, in the Main Southern Line, between Dunville and Simcoe, will be supplied by the Woodstock and Port Dover Company, who have the right to extend their road from Simcoe to the first mentioned place. At Simcoe, the Hamilton and South Western Line would take up the route westward to the Detroit River. The precise line, whether by St. Thomas or Port Stanley, or between those places, must hereafter be decided by detailed and accurate surveys.

The Bill prepared provides for merging the Hamilton and Port Dover Railway Charter into the new one. This Charter (the H. and P. D.,) was obtained at the instance of the people of Hamilton, and we believe that it is the nearly unanimous desire of the city that an amalgamation of the two interests should be effected, upon such an equitable basis as shall be agreed upon between the different parties, or as shall be dictated by the Committee, in order to secure an object of such great public importance. Upon this subject we shall have many additional arguments to offer at the proper time, should the parties, who have possessed themselves of