

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 this City.

In order to establish this position and make the matter clearly understood, it is necessary to state the well-ascertained fact that the bulk of the freight traffic through the State of New York, is retained by the Canal, notwithstanding the active competition of the two great lines of railway, and the great loss of time by the former as compared with the latter. Now, as New York has become our chief market, the same rule applies to our commercial intercourse with that City. The bulk of our freight, consequently passes through the Erie Canal, either by way of Buffalo or Oswego. If by the former ten days are required to go to, or from tide water at Albany; whilst by the latter route only five days are consumed. The distance from Hamilton, or Niagara to Oswego, by steamboat, is now accomplished in a single night, so that these places are, in point of time, fully four days nearer to our chief market than Buffalo. With such an advantage, it will not be surprising, hereafter, to see freight transported from Fort Erie and Port Colborne, to Hamilton or Niagara, by rail, in order to gain time, by taking Lake Ontario. This fact being established, the question, as to the relative claims of Hamilton and Niagara, for becoming the entrepot for Southern Canadian trade, presents itself.

In reference to this point, the facilities of transport being equal to both places, the superior advantages of Hamilton in size, wealth, and population, and as the established centre of Western Commerce are such, that there would be nothing to fear from the competition of her would-be rival. But, with the Southern Railway built, nearly the entire freight of the Southern Country and of Lake Erie and the Western States, flowing over it, must, of necessity, centre at Niagara, or the Suspension Bridge, and *none of it can reach Hamilton, unless the Port Dover Line be constructed.*

With both these Railways completed, let us see how the matter will stand. The distance from the point of intersection to Niagara, *via* the Suspension Bridge, will be about 84 miles, or the same as by way of this City, whilst, from the same point to Hamilton, it is only about 34 miles. The distance in favor of Hamilton will then be 50 miles, and the charges on freight are the same on the Lake, whether to or from Hamilton, Toronto, or Niagara, and the difference in time by Steamers only two and a half hours.

The actual cost of carrying freight on the Railways of New York, to say nothing of the profit, has been found to be about 80 cents a mile for an ordinary train of 175 to 200 tons. It would therefore cost \$40 more, to move an ordinary freight train be-