

visit both sides of the river in carriages, instead of the fatigue of ascending and descending the steps on the banks. Even if the bridge should be delayed a year or two, (on account of the *war panic*) the passengers, baggage and freight from the Western Rail Road could be transmitted from one side to the other with much more expedition and safety than at the *two mile ferry* at Buffalo, and also save the fierce *competition* with *Steamboats* at that city for *Detroit passengers*.

"GREAT WESTERN RAIL ROAD.—The Survey of this Road was commenced last week by two parties under the direction of H. Strange and Wm. Hale, Esqrs., civil engineers. Mr. Strange commenced on the shore of the Bay at the foot of John street, and is to gain the summit level of the mountain in an easterly direction, and thence proceed to Fort Erie, opposite Buffalo, and also to the Falls, or the proposed site of the suspension bridge. We understand another line is also to run in an easterly direction, and to make the ascent at or near St. Catharines. Mr. Hale commences his survey at Land's wharf, and is to gain the summit of the mountain in a Westerly direction with a view of continuing to Windsor on the Detroit River.

We understand that other surveying parties will be put upon other portions of the line shortly. The Directors are adopting the most energetic measures to have the work completed in the shortest period."—*Hamilton Gazette*.