

which is, probably, more than a million of pounds below its actual intrinsic value. It will thus be seen that the City possesses ample ability to aid this enterprise to the extent necessary to insure its completion. The Directors, therefore, appeal to the public spirit and enterprise of all parties interested, and especially to the citizens of Hamilton, who will be most of all benefited, to aid them in carrying forward the work. They must reflect upon what the effect of delay will be. Let the Southern Railway be built and the Buffalo and Lake Huron Line finished, and set a-going, and the trade of the finest part of Canada will set in, in another direction, from which it will be no easy matter hereafter to divert it into our market. We shall, then, be cut off, and become isolated from the most promising elements of future greatness.—The Directors conceive that it is no longer a matter of choice, but one of urgent necessity, to complete this work without further delay. Hamilton will then take the lead of all other Cities in point of Commerce in Upper Canada, and the consequent rise in the value of property may confidently be estimated at four or five times the cost of the Line.

ALLAN N. MACNAB, President.

HUGH C. BAKER, Vice-President.

JAMES CUMMINGS, Mayor of Hamilton.

G. W. BURTON,

R. P. STREET,

M. W. BROWNE,

J. T. GILKISON,

JAMES LITTLE,

W. P. McLAREN,

JOHN BROWN,

} Directors.

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\* W. Scott, Esq., Civil Engineer, in his Report upon the Southern Railway, estimates the present population, that would be, more or less, benefited by it, at 180,000. By 1860 it will, no doubt, amount to 225,000 to 250,000.