

lope the traffic of a new line, and that even then there is a steady annual increase of business, unless diverted into other channels. According to numerous instances, that might be cited, such as most of the Western Railways, we have a right to infer, that by the time another line can be constructed and fully equipped, the Great Western through and way traffic will have doubled from present sources alone. The receipts would then, (say within four or five years,) reach a weekly average of over £15,000, and it may be questioned whether a single track line can do a larger business.

These estimates, which, we believe, are not at all exaggerated, are made wholly upon the data afforded by the sources whence the Great Western traffic is at present drawn. Up to this time, it has received no business from the Michigan Southern Railway, which has a much larger traffic than the Central Line. By the end of this year, this line will have a connection with the Canadian Road at Detroit, and will add largely to its receipts. In less than two years, another most important line for Canadian interests will be completed. This is the Detroit and Milwaukie Railway, extending from the former city, through the centre and finest part of Michigan, to Grand Haven, opposite to Milwaukie. Of this line 25 miles are already completed and running, and 30 more are to be opened about midsummer, the grading being done and the iron on the spot. Nearly the entire business of this new line may be secured to Canada, if proper facilities be provided.

Several thousand miles of new Railways have recently been opened, or are in progress, extending like great arteries, from Chicago, Milwaukie and Detroit, into the Valley of the Mississippi; all of which will contribute more or less to the shorter and better route through Canada. When all these lines shall have become fully established, and have developed their respective traffics, say five years hence, it is easily demonstrable, that even two double track Railways through Canada will be required to meet the exigencies of this vast Western business, seeking Eastern markets, to which must be added the large local traffic that will then exist. This latter, on the Great Western, for the last half year, exceeded £100,000.

Feeling assured that there will be sufficient evidence to induce Parliament to charter a second line, in order to secure to Canada the largest possible amount of this immense Western traffic, we beg to direct your attention to the several projects now before Parliament, for accomplishing this important object. In doing so we claim for the proposed "Hamilton and South-western" route, as indicated on the Map, the favorable consideration of the Committee, on the same grounds that were supposed to have induced Parliament to give a preference to the claims of the Great Western over the Niagara and Detroit Rivers route, namely, that the former would be more conducive to Provincial interests.

Of the correctness of this view, there can be no doubt. If the local interests of the southern part of Canada, would be equally well served, by any of the projects claiming charters for the southern Railway, that which would draw the largest amount of traffic upon our great provincial thoroughfares, which have cost so much money, we submit ought to have the preference. The leading policy of Government in these matters, we respectfully contend, should be, to make all private enterprises of this nature, seeking parliamentary sanction, as far as possible to subserve Provincial rather than Foreign, or merely individual interests.

It is not too much to estimate, that the Great Western Railway will this year, contribute 125,000 tons of freight to our Lake and River Shipping trade