

circumstances, to be imperatively necessary to take steps to show the inexpediency of any such line, as being in opposition to recognized principles, in regard to railway undertakings—as detrimental to the best interests of the country, by creating a want of confidence amongst foreign capitalists—and as injurious to the interests of this Company.

The Erie and Ontario Line itself is chartered and nearly completed; whether owned by this Company or not, it is certainly a fact, and no proceeding of this Company can prevent its being finished. It possesses the privilege of having the right to run its trains along part of the Great Western line, and across the Suspension Bridge at Niagara Falls. If the course now recommended is adopted, the Great Western Railway Company cannot be interfered with in its use of the Suspension Bridge. This Company will control the line so as to stop its construction beyond Chippawa, and therefore prevent its being made a link in the Southern line through Canada. It will possess a line, certain under any circumstances to be completed, which will unquestionably prove remunerative, and which in other hands, might be used to the injury of the Great Western; and the liberal powers granted to the Erie and Ontario Railway Company, would prove to be of great advantage to this Company: as for instance, with regard to Steamers upon Lake Ontario.

If any proof were needed of the necessity of any line of railway on this Continent which touches water, of steamers to run in connection with it, it will be found in the fact that the Michigan Central and New York Central Lines, who are working in connection with this Company, are, as appears from the following extract from one of their late Reports, now constructing two steamers to run upon Lake Erie in connection with their lines, viz:

“Two magnificent steamers of the largest class, to be ready in the course of next Spring, are now in progress of construction, to run between Buffalo and Detroit, in connection with the road of our Company.”

The great length of the journey between the Atlantic and Chicago and the Mississippi, renders the variety afforded by a steamer on a part of the route, almost indispensable. If steamers do not run in connection with the Great Western, to some point on the American side of Lake Ontario, Lake Erie will be found to draw from the Great Western line a large part of the travel which would otherwise come upon it; and your Directors cannot too strongly point out the great advantage which the securing of these provisions may prove to this Company.

The terms upon which it is proposed to acquire the Erie and Ontario Railway, are—that this Company purchase the line, works, property, and docks of that Company, for the sum of £170,000 c’y., payable entirely in bonds of the Great Western Company, with the guarantee