

for reaching our markets, to become the garden of Canada. It must be recollected that a very large extent of country on the Great Western Railway was a perfect wilderness when that line was opened, and that probably thirty or forty miles of it is of such a swampy character as to preclude the prospect of its being settled during the present generation. On the other hand, there is scarcely a hundred acres, for many miles on both sides of the Dover line, that it is not either already under cultivation, or susceptible of it.

### THE BUFFALO AND LAKE HURON RAILWAY AND THE GRAND RIVER.

The second source of business for the Hamilton and Port Dover Railway will be that to be drawn from the above line. It will obviously be the interest of that Company to make their connection with Lake Ontario, by the Hamilton and Port Dover Railway from Caledonia, inasmuch as it will enable them to use between 26 and 30 miles more of their own road for all freight north West of Paris, bound for Lake Ontario, instead of shunting it on to the Great Western at Paris. Indeed by the time the Dover line is completed the traffic of the Great Western will be so large as to render it the less desirable for that Company to even compete for any part of the freight passing to market over the Buffalo and Lake Huron Railway. It will also open up a more direct communication by way of Caledonia between this City and the enterprising town of Brantford, as well as all the intermediate Country between that town and Fort Erie and Hamilton. By this route we shall also have opened up a more direct trade with Buffalo as well as with Lake Erie via Dunville. It may be interesting to state the fact, that, during the time that the Buffalo and Brantford Line was in operation, freight was frequently brought by it, from Buffalo to Caledonia, and thence by teams to its destination in this City. A considerable portion of the heavy iron castings, used in the construction of the Anglo American Hotel were brought to this City, by the above route. That these two Railways, will be important feeders to each other no person acquainted with the trade of this country can doubt; and that a very large amount of business will flow from that source upon the Hamilton and Port Dover Line, advantageous alike to this City and to the Company, cannot be doubted.

The Grand River will also contribute more or less to this line. The large lumbering and milling interest for many miles above and below Caledonia are not unworthy the consideration of the business men of this City. Timber and lumber have, of late years, greatly risen in our market, owing in part to the distance it has to be teamed. There can be no doubt that a very large business will be done by the Railway in sawed lumber, drawn from the Grand River. The following