

HAMILTON, 2nd March, 1875.

*To the Right Honorable*

H. C. E. CHILDERS, M. P.,

PRESIDENT

*Great Western Railway of Canada,*

LONDON, ENGLAND.

SIR,—At a meeting held at the Royal Hotel in this city, on Saturday, 5th December, 1874, on matters pertaining to the construction of the proposed Railway Bridge across the Niagara River, between Queenston and Lewiston, at which meeting were present, yourself, Mr. Broughton, Mr. Price, representing the Great Western Railway Company, and Messrs. McGivern, Brown, Morrison and Mewburn, of the Lewiston and Queenston Bridge Company. After a somewhat lengthy discussion, it was suggested by you that a full report be made by the Bridge Company to you, respecting the building of the proposed bridge, the estimated cost, the amount due to the old shareholders, the amount already incurred by the present company, and all other information relating to the same. The Lake Ontario Shore Railroad, now the Rome, Watertown, and Ogdensburg Road, and the branch line from Merriton to Queenston, in order to give you an opportunity of bringing this new and most important connection with the seaboard and Eastern States before the notice of the Shareholders of your Company, with a view of getting an expression from them, of the advisability of building the branch called the Great Western and Lake Ontario Shore Junction Railway Company, the length of which is about nine miles, and connecting with and using the proposed bridge as a new outlet for freight and passenger traffic. In pursuance of your request, this Report is respectfully submitted.

The idea of building a Railway Bridge across the Niagara River, between Queenston and Lewiston, dates many years back. In 1845, Mr. Merritt made an informal agreement with the Directors of the Great Western Railway Company to make a Railroad from Detroit to diverge at or near Brantford, one line for Buffalo, and the other through Hamilton, keeping below the mountain to the Niagara River at Queenston. In 1847, when the present line of the Great Western was surveyed and Clifton made the terminus of the road, after a large amount had been expended on the road ascending the mountain between Thorold and Queenston, it was seriously contemplated to abandon it and make Queenston the terminus. At this time a private company was formed to build a line from Lockport to Lewiston, crossing the Niagara to Queenston and connecting with the Great Western at or near St. Catha-