

# GREAT WESTERN RAILROAD.

THE following opinions are selected from the American Press, on the advantages and importance of the GREAT WESTERN RAILROAD; also, an expression of opinion from the most prominent citizens of Buffalo.

"The line of country for the Great Western Railway, is easy and well known. The winter is less severe than at Albany, and what is of more importance than all the rest, the trade is already there, far greater than is required to make the work eminently successful.

"As the American travel will all go by Detroit, and as that is the eastern terminus of the only Railroad likely to be carried across the Peninsula of Michigan; it is obvious that the best communication with that City is a great desideratum. If a line to that point offers equal accommodation to the Canadian trade and travel, then must we consider the case pretty well made out."—*American Railway Journal*, July 3.

"We observe that the *Toronto Patriot* in speaking of a terminus at Port Sarnia, says, "opposite to it, on the Western side of the St. Clair, is Fort Gratiot, from whence a Railroad is about being run across the great Michigan peninsula towards Chicago." This will be news to our people, inasmuch as the Northern Railroad, (which however, could hardly be said to have been projected to run towards Chicago,) has been abandoned by the State years ago, and a wagon road authorised to be built on the route of the proposed Railroad. *As it now is, there is not even a wagon road west of Fort Gratiot.* We have not room to state the objections, nay, the utter folly at the present day of building a Railroad from the Niagara River to any point on the St. Clair River, when the Detroit River, the capital of this State, the point where various Railroads already terminate, and where nine-tenths of the Western travel passes upon the line of the Central Railroad, now almost crossing the state, and upon other roads, could be reached in the same distance and by the expenditure of less capital than on the proposed route to Port Sarnia. If the terminus should be made opposite this city, there would be an almost uninterrupted chain from Boston to Chicago, and the line could never be interfered with by the construction of any other road. If the terminus should be made at Port Sarnia, our communication with Buffalo would be quicker by Lake Erie than by the proposed Railroad. A glance at the map, and a moment's reflection on the natural line of travel and freightment, will exhibit to every one the relative value of the two proposed routes."—*Detroit Daily Advertiser*, May 13.

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*From the Rochester Daily Democrat, May 20.*

"A recent Rail Road Meeting in Hamilton, C.W., enabled us to obtain many facts and statistics connected with the several Railroad projects now in agitation in that Province, which we have sought for in vain elsewhere. These facts and statistics are of the greatest importance to the people on this side of the line, and we deem no apology necessary for the space which they occupy.

"The people of Canada are determined to build a Railroad from Lake Ontario to the Western waters. And this determination will be carried out. This is a point settled. It cannot be prevented from any action on this side, if any disposition were felt to interpose any obstacle to the accomplishment of this settled purpose. Any person who will take the trouble to draw a line on the map, from any point on Lake Ontario to any point on Lakes St. Clair or Huron, will not only be convinced of the feasibility of such a work, but be astonished that it has been so long delayed. Had the peninsula between these two points been within the territory of the United States, a Railroad across it would have been constructed years since. There is not another line on the continent at once so well adapted for a Railroad, and promising so abundant a return.—The Canadians have long felt this to be true; but it is only recently that they have been fully aroused to its importance; or so aroused as to determine upon action."

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"The following particulars will doubtless interest many of our readers. The western terminus will be on the Detroit river opposite the city of Detroit. Thence it will pursue a north-easterly course up the valley of the Thames, through the heart of Upper Canada, a country now densely populated and of abounding fertility, to Hamilton, where the road forks, one branch leading off to Toronto, the other bearing slightly to the south of east, until it strides the Niagara river nearly opposite this city. The divergence from a straight line from this city to Detroit, in consequence of going to Hamilton, is not as great as the angle formed at Rochester in the link of road from here to Albany, and the distance is not increased by this divergence more than twenty miles. The entire length of the road will be about two hundred and forty miles, and as it is proposed to build it in the most substantial manner on a wide track, with the heaviest rail, it is thought