

Thus we see that a sum amounting to £8757 4s 2d, is now paid annually if we add to this £15,000, for the Lumber the mills now in operation *can* cut, and which would be certainly exported, had their owners the means of doing so at a reasonable rate, the present amount of business would cost £23757 4s 2d. This alone would be sufficient to satisfy the Directors to prosecute the undertaking of the Railway, but if they are to be guided by the result of Railways in the United States, the saving of time and expense has generally at once tripled the number of passengers, and greatly increased business and industry. Several individuals are now prepared to put up additional Mills as soon as the Railway is commenced.

NEW TRAFFIC such as Stone, Spars, Squared Timber, Staves, Cordwood, Bark, Lime, Shingles, Turned Ware, &c., would find a ready market, and the Journey which now occupies from 8 to 10 hours could be performed in two.

Another encouragement must not be passed over. It appears that the course of the proposed Railway for several miles west of Port Hope, is that which must be taken by the Kingston and Wolfe Island Railway whenever it is made, and of the speedy commencement of this desirable undertaking, there seems now but little doubt with the encouraging attention the British Government are giving to the making of a great trunk Railway through the British North American Provinces.

The President and Directors consider themselves justified in anticipating a trade in the items specified to the amount of £24199 8s 10½d at a reduction of ¼ the present charges. To this may safely be added £5,000, at least for new traffic, which without any allowance for increase of business amounts to £29,199 8s 10½d. Yet they have every reason to expect that there will be an immense and immediate increase to every present branch of business.

The proposed Railway will afford an uninterrupted trade at all seasons of the year, and enable the Merchants and Storekeepers of Peterboro' to keep their stock replenished and have a continual variety of Goods.

The Railway united with the boundless water power of the Otonabee, for Mills, and the great variety and quantity of timber in the Colborne District must suggest to the minds of thinking, calculating men, the great advantages held out for ship building at Port Hope.

As a natural Harbour it is acknowledged by the most respectable and talented Captains, navigating Lake Ontario, not to have its equal between Toronto and Kingston. Its capabilities as a harbour of re-