

It may now be confidently assumed that this increase will continue and be maintained for several years. For the three months of the current year, which have elapsed, it has been considerably exceeded. The following table will shew what the local receipts may be expected to reach, during the next three years, at the same rate per annum, and assuming the same number of miles to be in operation :

Years ending.	Gross Receipts Local.	Receipts per mile.	Would give to the H. & P't. Dover Railway, (40 miles.)
31st Jan., 1855.	£182,205	£ 756	1st year, £30,000.
31st " 1856.	262,300	1,083	2nd " 43,320.
31st " 1857.	340,396	1,312	3rd " 56,480.
31st " 1858.	419,450	1,740	4th " 69,600.
31st " 1859	498,540	2,068	5th " 82,728.

It may be questioned by persons unacquainted with the history of Railway Traffic in other Countries, whether this increase in the local traffic receipts of the Great Western will be maintained for so long a period as three years more. If it would not occupy too much space, the Directors might bring an overwhelming mass of evidence from the results of railways in other Countries, to show that what they have predicated upon the operations of the Great Western, is only what has occurred in a hundred other cases. It will not, therefore, be in the least surprising to see the receipts of the Great Western, from local traffic alone, reach £500,000 for the year, which will end on the 31st January, 1859, or about double the amount estimated for the entire gross receipts for local and through traffic before the line was commenced.

The following table shewing the gross receipts of the New York and Erie Railway, for five years from its opening, is given as an example of yearly increase :

1851....	\$2,359,870	70.
1852....	3,537,766	53.
1853....	4,318,962	36.
1854....	5,359,958	63.
1855....	5,488,893	37.

Again, it may be argued that the Country traversed by the Great Western, is a richer and better settled country than that which will be tributary to the Hamilton and Port Dover Line.—Such an argument, however, could only be adduced by persons unacquainted with the facts. There is probably no part of Canada so fertile, or so well peopled, with an enterprising, intelligent and hardy population, as the Counties of Norfolk and Haldimand.—There are, besides, a number of rising Towns and Villages on, or near, the line—such as Caledonia, Port Dover and Simcoe, besides numerous smaller ones. In fact, this fine country, so little known to the citizens of Hamilton, only requires to have proper facilities