

It will be seen by the above that the ratio of increase in the assessed annual value of the City from 1849 to 1850 was about one per cent, whilst from 1854 to 1855 it was 22, from 1855 to 1856 the increase has been 16, and from 1849 to 1856 no less than 360 per cent. As the annual value is computed at the rate of 6 per cent in the gross assessed value, it will be seen that, the increase of last year in the annual value of real estate in Hamilton, (being £30,000,) represents an increase on the actual value, of £500,000, a sum estimated to be sufficient to build and equip the whole of the Hamilton and Port Dover Railway. The £220,000 (assessment for this year,) represents about £3,666,000 as the gross assessed value for the whole City, which is, probably, more than a million of pounds below its actual intrinsic value. It will, therefore, be seen that the City possesses ample ability to aid this enterprise to the extent necessary to insure its completion. The Directors, therefore, appeal to the public spirit and enterprise of all parties interested, and especially to the citizens of Hamilton, who will be most of all benefited, to aid them in carrying forward the work. They must reflect upon what the effect of delay will be. Let the Southern Railway be built and the Buffalo and Lake Huron Line finished, and set a-going, and the trade of the finest part of Canada will set in, in another direction, from which it will be no easy matter hereafter to divert it into our market. We shall, then, be cut off, and become isolated from the most promising elements of future greatness.—The Directors conceive that it is no longer a matter of choice, but one of urgent necessity, to complete this work without further delay. Hamilton will then take the lead of all other Cities in point of Commerce in Upper Canada, and the consequent rise in the value of property may confidently be estimated at four or five times the cost of the Line.

ALLAN N. MACNAB, President.

HUGH C. BAKER, Vice-President.

G. W. BURTON,

R. P. STREET,

M. W. BROWNE,

J. T. GILKISON,

JAMES LITTLE,

W. P. McLAREN,

JOHN BROWN,

} Directors.

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