

is the *reckless* construction of *Branches*. There are other considerations connected with these branches which, to consider, would increase this paper to too great a length for an ordinary newspaper article. We shall first notice the branches---their importance---their prospects---their mode of construction, and its justness.

The first Branch completed is the "Galt and Preston Railway," a distance of some fifteen miles; this is intended simply to accommodate and develop the resources of this locality, as its northern terminus is at a small village of, say 1000 inhabitants, with no prospect of its ever doing a through traffic, consequently its business must be confined to a small area of country, and destitute of any traffic more than that furnished by a small rural district; nevertheless the Canadian directors were induced to avail themselves of this opportunity to expend the funds of the stockholders of the Great Western in its construction.

From the intersection of this Branch with the main line, to Brantford, a distance of some Ten Miles is an other Branch; this is to be a very expensive line, as its route is crossed by ravines and hills, and when completed will be no advantage to the Great Western, but a very important disadvantage; because, 1st. All passengers who would travel over the Great Western from Brantford to Hamilton, do so now by taking the G. W. cars at Paris. 2nd--All Freight destined for the same point could, (as is now the case,) be loaded on the Buffalo and Brantford Cars at Brantford, thence via Paris to Hamilton, on the Great Western Railway, the roads being the same gauge, and the distance we would carry either passengers or freight would be about equal, after we had spent several Hundred Thousand Pounds in its construction as a competing line with the Buffalo, Brantford and Goderich Railway, besides keeping the road in repair, with all the attendant expenses, Stations and Officers. Every consideration shows it to be to our disadvantage, to expend one penny in such an undertaking;--the advantage would be to the Town of Brantford;--then why not allow that Municipality, which is to be benefitted, pay for its construction? Are we supposed to be under any obligations to build a railway to every man's door who may flatter himself he has claims on our sympathy? are we to allow some of our extravagant Canadian directors to construct railways to every hamlet and village because they possess a flattering official? nay, verily! but so long as we are represented by supercilious, ambitious and grasping directors, so long we may expect to pay dearly for their incapacity.

Further West is the "Woodstock and Lake Erie Railway." Every disinterested person can only look upon this as a *gigantic swindle*, should it be proceeded with on account for the Great Western. All who know anything about the travel and commerce of this Western peninsula of Canada, know that it is exclusively East and West; whence, then the necessity of constructing a railway here at a cost of nearly \$4,000,000, where there is not the remotest prospect of it paying anything? Again, we would ask, where is the prudent man to be found who will say that this, completed, would be any advantage to the Great Western Railway? We answer in the negative, because *we know*. We are acquainted with every rod of country through which these branches run. We know the tendency of trade and commerce, and we know, consequently, they must be failures.

Next westward is the "Sarnia Branch," running a distance of nearly sixty miles, which will cost between two and three millions of dollars. This, as its name indicates, connects Sarnia with the main track, a village of some one thousand inhabitants. Many of the Stockholders here were sanguine that this branch had been wisely abandoned to the "Grand Trunk," when operations ceased in 1853; but to the mortification and disapprobation of a large portion of the Canadian Stockholders, they learn that active operations are to be resumed in 1856. Its most sanguine friends say they are aware it will not pay; yet, with this fact before them, and having the interest of the Stockholders to protect, they deliberately proceed to expend three millions of dollars of the Stockholders' money, not with the expectation that it will be judiciously expended.