

the attendants of Railway improvements, and can be as yet but inadequately appreciated in Canada. One notable instance of the truth of the above remark may be cited. The business and receipts of the Ogdensburgh and Champlain Railroad, (which being chiefly dependent on Canadian traffic, affords a pleasing augury of the success of similar undertakings within the Province,) have, it is well-known, far exceeded the most sanguine expectations of its projectors.

I beg to add, that if there be one fact which more than another Railway experience may be considered to have established, it is, that across a region of country such as the broad peninsula of Canada West, comprising that extensive tract of fertile land which is bounded by Lakes Ontario, Erie, Huron, and the Detroit and St. Clair Rivers, and which, for rapid advancement in agriculture, manufactures, commerce and all the elements of material prosperity, will compare favourably with the western section of New York, in which there are already three lines of Railroad; I repeat, that if there be any one thing that may be considered as certain, in respect of any Railroad project in Upper Canada, it is, that there will be abundant travel and support, as well for the Brantford and Buffalo Railroad, as for the Branch Road to the Suspension Bridge, and that both will alike serve as feeders to the Great Western Main Trunk Line, and swell the tide of westward travel to Detroit.

It is submitted that the foregoing statement and observations establish the following points:—

1st.—That the Brantford and Buffalo Railroad Company has been duly formed and organized under the provision of the Statute of this Province, 13 and 14 Vic., chap. 72.

2nd.—That they have already incurred a considerable expenditure, and contracted liabilities in the employment of agents, engineers, &c., and in acquiring the right of way.