

Toronto, or Niagara, and the difference in time by Steamers only two and a half hours.

The actual cost of carrying freight on the Railways of New York, to say nothing of the profit, has been found to be about 80 cents a mile for an ordinary train of 175 to 200 tons. It would therefore cost \$34 40 cts. more, to move an ordinary freight train between Simcoe and Niagara, than between Simcoe and Hamilton. These facts, it is conceived, settle the question as to the superiority of this City, as the entrepôt for South-Western Canada, as well as for such foreign commerce as may be carried on through this part of the Province.

But admitting that only one-half this business was drawn through our City, it would still be an object worthy our ambition to secure it.

As to the Grand River business, the same arguments apply with equal force. There is a Railway already in operation 70 or 80 miles long, which is to be extended to Goderich. By tapping this line at Caledonia, or some other convenient point, there is no reason to doubt that all the important freighting business of this fine country, situate in and near the valley of the Grand River, will immediately centre in Hamilton. Here then is another immense source of business both for the City and the Railway, which will benefit alike the inhabitants on the line of road and the City itself—for all advantages of this nature are mutual and reciprocal.

The Lumber Trade of the Grand River, which centres at the very point likely to be crossed by our Railway, has become of such importance and magnitude, that it merits special notice. The demand for lumber at Chicago, has already had the effect of drawing supplies from the Grand River, so that the manufacturer has the choice of two great markets open to him. By means of the Hamilton and Port Dover line, the great staple product of this section of Canada, may be delivered with equal facility at Hamilton where, what is not required for local consumption, may be shipped to Eastern markets by way of Oswego, or at Port Dover, to supply the western demand.

In addition to these extensive sources of business, the trade between the two lakes, that will flow over our line, will doubtless be very great. This trade has so increased that the Welland Canal is quite inadequate to its wants. Formerly a vessel could pass through