

year, gives a second distinct line, extending through the southern counties of the States of New York and Pennsylvania, from Buffalo to New York city, and is doing an excellent and rapidly increasing business. The Buffalo, Lockport and Rochester Railroad forms another line, extending eastward a distance of about seventy-five miles; and its stock has recently been consolidated into the New York Central, at an advance of seven per cent. premium.

The following figures, taken from the Share List of the "American Railroad Journal," furnish conclusive data of the value and amount of business done by the several roads now forming the

NEW YORK CENTRAL LINE.

NAME OF COMPANY.	Capital paid in	Funded Debt.	Total Cost of Road and Equipment.	Gross Earnings in 1891.	Net Earnings in 1892.	Dividend, 1892.	Price of Shares.
Utica and Schenectady.	4,121,000	None	5,093,273	1,029,774	724,770	10	195
Syracuse and Utica, ..	2,100,000	126,000	2,961,477	616,918	376,025	10	182
Rochester & Syracuse.	5,13,990	700,123	6,01,778	988,363	549,821	8	156
Buffalo and Rochester.	1,85,000	181,993	2,115,014	619,976	415,323	10	182

Steps have already been taken toward the construction of a railroad to reach the coal fields of Pennsylvania, in McKean county, a distance of about 80 miles from Buffalo, which will be the means of supplying the manufacturing towns on the line with coal, at a less cost than by any other route, and to which the city of Buffalo has already voted a loan of \$400,000. As railroads, besides being rapid creators of wealth, largely augment and stimulate travel, it is difficult properly to estimate the magnitude which the freight and passenger traffic by these important lines of communication may not speedily attain. All the lines enumerated converge at Buffalo, and will of necessity contribute a large through American passenger and goods traffic, to pass over this road to the Western States, *via* the Great Western Railway, from the junction at Paris; or to the North-western States and Territories, and the mines on Lake Superior, from Goderich.

The Western terminus, on Lake Huron, will also speedily, on the opening of this road, rise into importance. No line of steamers has yet been established between Sault St. Marie and Mackinaw, on the route to lakes Superior and Michigan, from any of the ports on Lake Huron; but so soon as the distance from New York to Sault St. Marie, by lake navigation from Buffalo, by way of Detroit, (which is now 1090 miles,) becomes lessened by rail