

NOTE A.

INCREASE OF POPULATION AND WEALTH IN CANADA AND THE DISTRICTS CONNECTED WITH THE GREAT WESTERN RAILWAY.

In 1830, the population of the ENTIRE PROVINCE of Upper Canada amounted to 210,147 inhabitants.

In 1848—eighteen years afterwards—the population of the Eight Western Districts, with which THE GREAT WESTERN IS connected amounted to 291,080; or upwards of ninety thousand more than the population of the whole PROVINCE of Upper Canada in 1830;—upwards of seventy-eight thousand more than the whole population of the State of Michigan in 1810;—60,000 more than the Province of Nova Scotia;—and upwards of \$8,000 more than that of the Province of New Brunswick.

In 1818, the population of Upper Canada had reached 723,202, and, at the present time, it falls little short, probably, of a Million.

That the increase in the property and production of Upper Canada has been equally great will appear from the following figures.

In 1827, the amount of assessable property in Upper Canada, was £2,112,847.
In 1847, its amount at the same rate of valuation, was 8,567,001.

In the latter year (1847), the value of the Wheat and other Grain Crops, estimated at the lowest average price in that part of Canada, was £2,676,255.

The value of the total productions of Agriculture and the Forest in that year was much more, as the above estimate does not include the value of manufactured Timber, nor of Hemp, Flax, Tobacco, and Hops, grown in the Western Districts. It is, of course, exclusive of the value of the Horses, Cattle, and Sheep, raised in Upper Canada.

The value of the various kinds of Mills, Houses, and Buildings, and also of Personal and other Property, not attached to land, is very great; but it is not liable to taxation. No accurate estimate, therefore, of its amount can be given.

NOTE B.

STORMS, TO WHICH LAKE ERIE IS PECULIARLY SUBJECT.

James L. Barton, Esq., of Buffalo, in his Letters, on Lake Commerce, to the Chairman of the Committee on Commerce in the United States House of Representatives, under date of May 13, 1816, says, "The storms and tempests on the Lakes (Erie, Huron, and Michigan,) are as violent as on the Atlantic, and the dangers of navigating them is known and acknowledged, by those who have tried both, to be equally as great, if not greater. The late-tempests weather last fall was very destructive to lives and vessels, amounting to, as nearly as a careful account can make it, sixty lives lost, thirty-six vessels driven ashore, twenty of which became total wrecks; four foundered with entire loss of crews and cargoes, and producing a loss in the value of property of over two hundred thousand dollars. And it has suffered in losses, within the last five years, more than four hundred fires, and destruction and damage to steamboats, vessels, and cargoes, more than one million of dollars. Immense and destructive as the want of safe harbours is to our commerce, the difficulties are vastly increased from the almost impossible condition of the flats in Lake St. Clair. Here steamboats and vessels are daily compelled, in all weather, to be fast aground, and shift their passengers, cargoes, and baggage, into lighters; exposing life, health, and property to great hazard, and then, by extraordinary heaving and hauling, are enabled to get over. Indeed, so bad has this passage become, that one of the largest steamboats, after lying two or three days on these flats, everything taken from her into lighters, was unable, with the powerful aid of steam, and every thing else she could bring into service, to pass over."

In the early part of last Spring (1850), a steamer, with a detachment of Her Majesty's troops on board, foundered on Lake Erie, and an officer and several of the men lost their lives.

THE GAZETTEER OF THE STATE OF NEW YORK, published in 1842, at Albany in that State, in describing Dunkirk on the Southern shore of Lake Erie, (see Sketch No. 3,) has the following passage, corroboratory of the hazards and dangers of the navigation of Lake Erie:—

"The Harbour of Dunkirk has been much improved by recent UNITED STATES expenditures, and affords a depth of about 12 feet of water over the bar. As an anchorage,—this harbour is EXTREMELY VALUABLE, as a PORT OF REFUGE, and is MUCH RESORTED TO FOR THAT PURPOSE, by Steamboats and Sail Vessels."

The same work in describing Lake Erie has the following passage:—

"Lake Erie is said to be the only one of the chain, in which there is any perceptible current, a circumstance which may, perhaps, be occasioned by its smaller depth of water; its bottom is rocky, and the shallowness of its water, also renders it more easily and more permanently affected by frost;—its navigation being generally obstructed by ice for some weeks every spring, after that of all the other Lakes is open and unimpeded."

Lake Erie is about 265 miles in length, and from 30 to 50 miles in breadth. Its surface is elevated 565 feet above the tide waters of the Hudson River at Albany, and 334 above Lake Ontario. The greatest depth which has been observed in sounding this Lake, is 270 feet.

NOTE C.

EVENTUAL TRAFFIC OF THE GREAT WESTERN RAILWAY OF CANADA.

Estimates of EVENTUAL TRAFFIC are necessarily, to a certain extent, speculative. Such as relate to the NORTH AMERICAN continent, are attended with this further difficulty,—that the rapidity of progress in that quarter of the world, in population, production, commerce, and every species of industrial enterprise gives, even to the most prudent and cautious statements, an appearance of over sanguine representation little calculated to win confidence. But there are reliable data, for rational and well grounded expectation, which cannot fail to be conclusive with every intelligent inquirer.

With reference to Railways generally, and more especially with reference to the Great Western Railway, these data may be briefly stated as follows:—

- I. The INCREASE of Traffic in Passengers and Goods, which has invariably followed the establishment of Railways in every part of the World.
- II. The INCREASE that has resulted from their establishment in the United States, in parts not more promising of INCREASE than the Western Sections of Canada.
- III. The great and rapid advancement of population, production, and commerce in the States of the American Union, which must necessarily contribute very largely to the traffic of the Great Western Railway.

Upon each of these heads, the following statements are offered.

- I. INCREASE of traffic in Passengers and Goods, which has generally followed the establishment of Railways.

The INCREASE of PASSENGERS, resulting from the establishment of Railways, is shown in the following extract from Baron Charles Dupin's Report on the Paris and Orleans Railway:—"Experience has proved both in France and abroad, that in a short space of time, the facility, the expedition, and economy afforded by Railways, more than double the number of passengers and the quantity of merchandise. In order to support such statements, we will quote the following facts relative to the Railways of Belgium, England, and Scotland, in positions of extreme difference, and giving rise to a variation in the returns, which far exceed all anticipation."

COMPARISONS of the number of travellers conveyed daily throughout the whole or a portion of the line:—

Railways.	Passengers BEFORE the establishment of Railways.	Passengers AFTER the establishment of Railways.	Increase per Cent.
Manchester and Liverpool	100	1,250	300
Stockton and Darlington	130	420	280
Newcastle and Carlisle	30	500	165
Abbeville and Forlar	20	900	900
Brussels and Antwerp	200	3,000	1,400

Progress in the CONVEYANCE of MERCHANDISE by Railway, compared to that of passengers:—

Years.	Passengers.	Tons of Goods.
1841	9,14,000	22,000
1846	1,218,550	161,501
1848	1,535,180	271,508

The number of passengers increased 60 per Cent. in four years. In the same time, the QUANTITY OF GOODS increased 1,100 per Cent.