

THE NORTHERN ROUTE FROM THE PACIFIC TO THE ATLANTIC.

From the Hamilton Times.

At a recent meeting of the Board of Trade of the City of Detroit, General T. J. Cran, of the United States Corps of Engineers, read, by invitation, a most able and elaborate report, or memoir, upon the Northern inter-oceanic route of commercial transit between the tide water of Puget's Sound, on the Pacific, and the tide waters of the St. Lawrence, on the St. Lawrence. From this document we cull some very valuable facts, which, we are quite sure, will be of deep interest at least to the commercial class of our readers.

General Cran states that the Northwest which this route will serve contains 560,000,000 acres, and to which the construction of the proposed railway will bring civilization, cultivation, commerce and prosperity. It embraces the winter wheat region, and is well supplied with deposits of valuable metals, timber and stone, and an abundance of water, and possesses a temperature so mild as to render it extremely healthful and productive. The region traversed by such a railway would supply vast quantities of game, and subsist countless herds of cattle.

Towards the construction of this route Congress has appropriated a strip of land ten miles wide through Minnesota, and for the remaining 1,543 miles, twenty miles on each side. The length of the road from Lake Superior to Puget's Sound will be 1,775 miles, and the lands appropriated will embrace 66,360 square miles, an area nearly as large as the States of New York and Ohio both put together. This vast tract of land containing as it does 43,170,400 acres would at a valuation of \$2.50 per acre, create a fund amounting to \$159,817 per mile for the construction of the line. It is also said that in British America an extent of country equal to that above mentioned would contribute to the business of the road. From the eastern terminus of the road, at the west end of Lake Superior, the route to the Atlantic Seaboard would be by the way of Lake Superior, Lake Huron, the Detroit and St. Clair Rivers, Lake Erie, the ship canal around Niagara Falls, on the American side, Lake Ontario, and the St. Lawrence with its canals. It would, however, be necessary to make very great improvements in that part of the route which would involve the necessity of steam navigation. It would be necessary to deepen the locks of the St. Mary's Canal so as to give sixteen feet of water on the gate sills, there being at present only ten and two thirds feet, and the canal would require to be deepened to seventeen feet, and the locks should be 350 feet long, with a lift of 50 feet. This improvement is estimated to cost \$250,000. Other improvements would be required in the St. Mary's Canal, which would cost about \$150,000.

The ship canal on the St. Clair Flats, in the opinion of General Cran, to be deepened, so as to give sixteen feet of water which could be done at a cost of \$30,000, or it could be made 20 feet deep at a cost of \$50,000. This canal is about seven-eighths finished now, and will be completed by the 1st. of August next.

General Cran also discusses the project of a ship Canal around Niagara Falls, on the American side. The plan which met his approval was that of Mr. Burt, of Detroit,

who proposes to cut a canal from Slosser to Lewiston, a distance of eight miles, and to overcome the entire fall by one lock of about 300 feet rise. The General objected to the Welland Canal as of insufficient capacity, and he thinks it would be a bad idea for Americans to spend their money on its enlargement, because it is wholly on a foreign soil. If, however, the Welland Canal was to be enlarged, it would be necessary to remove a large amount of rock at the entrance to lake Erie, which the General thinks would involve too much expense and delay. The probable cost of the proposed canal from Slosser to Lewiston is put down at \$13,009,000.

Having surmounted the difficulties presented by the Falls of Niagara, no others present themselves before reaching the Galop rapids in the river St. Lawrence. From that point to Montreal, a reach of 106 miles, there are several rapids, around which small canals have already been constructed by the Canadian Government. These canals allow vessels to pass through not more than 186 feet long, and 43 feet beam, the maximum burden of which is 300 tons, equal to a carrying capacity of 10,000 bushels of wheat. The cost of enlarging these canals to chambers 46 by 350 feet, and giving a depth of water of 16 feet, is estimated at \$5,200,000. From Montreal to Three Rivers, to which port the tide water comes, the distance is sixty miles, in which ships drawing 30 feet of water may be safely navigated; and from Three Rivers to the Gulf of St. Lawrence is 500 miles more. The length of the various sections of this mixed land and water route, is thus stated by General Cran: Northern Pacific Railway 1,775 miles; Lakes Superior Huron, &c., 1,087; River Navigation, 353 miles, and Canal Navigation 53, making an entire length of route of 3,268 miles. The total cost of carrying out this great enterprise is thus estimated by competent engineers: Northern Pacific, \$46,283 per mile, \$82,152,326; Harbours and docks, \$1,000,000; improving Sault Ste. Marie Canal, \$250,000; deepening the St. Clair Flats Canal &c., \$45,000; Niagara Ship Canals, \$13,457,250; enlarging St. Lawrence Canals, \$5,200,000 making an aggregate cost of \$102,259,576, only about \$20,000,000 more than has been expended on the Grand Trunk. The cost of all the work exclusive of the railway, would be \$20,101,280. The estimated time it would take to make journey from Puget Sound tide water over the route is as follows: By rail six days and two hours; on the lakes, allowing one day for transshipment, six days and fifteen hours, on the Canals one day and three hours, and in the locks one day and three hours, making a total for the whole route of fourteen days and twenty-three hours. The cost of freight per ton from Puget Sound to Lake Superior would be \$22.19; for water carriage to the Atlantic, \$3.33, making a total from ocean to ocean of \$25.52. At the present time it costs \$9.25 to move a ton of freight from Lake Superior by the way of the Erie Canal to the seaboard.

There are two objections to this scheme, from a Canadian point of view. The first is that the building of a ship canal on the American side around Niagara falls would render the Wellington Canal almost valueless; and the second is that the whole of the land part of the route would be through American territory. In order to the full development of the North-west Territory, if we ever get it, a railway running from the north-west shore of Lake Superior, through the fertile belt of that territory, is a *sine qua non*. How to provide for the construction

of such a railway, the American Government has taught us, in the liberal appropriation of so vast a quantity of its public lands to aid in the construction of the North Pacific; and as soon as we get possession of the North West and Rupert's Land, our government should imitate the example of the Washington authorities, for by that means alone shall we ever be able to secure a railway running wholly through British territory and connecting the Pacific with the navigable waters running into the Atlantic. For the above facts we are wholly indebted to General Cran, whose elaborate memoirs appeared in the Detroit papers.

A jealous husband in Pittsburgh followed his wife one evening, saw her meet a man, ran up and thrashed him, and found it was his father-in-law.

A London gentleman has leased a theatre for six weeks, and engaged a company and orchestra, all for the purpose of giving himself the opportunity of playing in Shakespearean characters.

RIGHT AND WRONG.—Causes might easily be determined could they be placed in a fair light. Right and wrong lie in a narrow compass, and might be decided on by a common capacity, if they could be perfectly known. But truth is a shy damsel, unwilling to show herself, and is often beheld in disguise.

ON RAILLERY.—There are three sorts of persons on whom our railery should never fall: upon the unhappy, for they have already enough to complain of; they demand our pity—therefore it would be unmanly and ungenerous to insult them; upon the wicked, for fear of their revenge; and upon our relations, because it recoils upon ourselves.

BYRON'S OPINION OF CURRAN.—The riches of his Irish imagination were exhaustless. I have heard that man speak more poetry than I have ever seen written—though I saw him seldom, and but occasionally. I saw him presented to Madame de Stael, at Macintosh's; it was the grand confluence between the Rhone and the Soane, and they were both so decidedly ugly that I could not help wondering how the best interests of France and Ireland could have taken up respectively such residences.

CHICAGO.—The magnitude of the grain trade of Chicago can be understood from the figures of 1869. During this year, that city received 27,000,000 bushels of wheat, 23,000,000 bushels of corn, and 12,000,000 bushels of other grains; 600,000 barrels of flour were manufactured there. The city received, since January 1, 1868, about one billion feet of lumber, over 600,000,000 shingles, and 121,000,000 laths. There were marketed during the same period, in the Garden City, 1,872,000 hogs and 400,000 cattle. The receipt of wool, salt, seeds, broom, corn, tallow, coal, wood, etc., was also immense.

ANECDOTE OF GEN. EARLE.—Gen Earle, being at a country play, the entertainment happened to be "The Stage-Coach," which was performed so wretchedly that it was impossible to make head or tail of it. As soon as the curtain dropped, and one of the performers came to give out the next play, the General begged leave to ask the name of the entertainment just finished. "The Stage-Coach, sir," says the buskin, bowing very respectfully. "Then, sir," replied the General, "will you be so good as to let me know when you perform it again, that I may be an 'outside passenger.'"