

country to furnish business for a carrying trade when the proper accommodation is afforded it, and from which an approximate estimate may be made.

The completion of this last link in the great chain of railroads between the Atlantic and the Mississippi, will tend so materially to increase the long travel, that an estimate of its through travel, based upon the present circulation across this gap, would fall far short of the probable result.

The amount of first and second class travel between Detroit and Buffalo for the season of navigation in 1850, can be pretty nearly ascertained—the number of emigrant passengers is more difficult to arrive at.

The number of First Class is about	-	-	-	\$5,000
do Second do	-	-	-	28,000
Number of Emigrants from 40,000 to 60,000, say	-			50,000
				<hr/>
Total,	-	-	-	163,000

The first class passengers are this year paying to steamers \$5.00 each for a cabin passage, averaging 18 hours long—second class and emigrants, from \$2.00 to 3.00 each. Experience has determined that steamers taking 24 hours to go through, cannot take any material proportion of the cabin travel at even \$3.00—against the fast line at \$5.00.

The fast steamers are constructed with a view to speed, and not carrying capacity. They could not be well remunerated at a lower price than \$4.00 per cabin passenger. If they take freight to help pay expenses, their speed is reduced, and the cabin passengers will pay less. The present speed cannot therefore be kept up, unless the present prices are very nearly sustained. Considering the accommodation that is furnished on these steamers, the character of the navigation, (very different from that of Eastern rivers,) and the distance, nearly 300 miles, and the perishable character of steamers, working in fresh water, and \$4.00 from Detroit to Buffalo is a lower rate of fare than that upon any well equipped route with which we are acquainted.

If passengers now pay \$5, instead of \$3, to save the differ-

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