

Not has the increased transport both of PASSENGERS and MERCHANDISE, resulting from the establishment of Railways, been less in America.

Of this fact the following statement of the increase of revenue on line of the Railways, in direct communication with the EASTERN TERMINUS of THE GREAT WESTERN RAILWAY is an ample indication.

1. The Boston and Worcester.	Amount of Net Revenue.	Amount of Increase.	Increase per Cent.
1842.	£45,474		
1843.	50,134		
In three years.		14,257	31 per Cent.
2. Western Railway.			
1842.	61,545		
1843.	110,715		
In three years.		49,198	80 per Cent.
3. Utica and Schenectady.			
1843.	18,128		
1846.	65,819		
In seven years.		47,691	264 per Cent.
4. Utica and Syracuse.			
1843.	21,568		
1846.	40,295		
In three years.		18,727	86 per Cent.
5. Auburn and Rochester.			
1843.	22,073		
1846.	43,004		
In three years.		20,931	94 per Cent.

But the steady progress in AMERICA of the increase in the number of passengers resulting from the construction of Railways, is placed in the clearest light by the following Tabular Statement:

STATEMENT SHOWING THE INCREASE OF PASSENGERS ON THE RAILROADS FROM BOSTON, CONNECTED WITH THE EASTERN TERMINUS OF THE GREAT WESTERN RAILWAY.

THE POSITION OF THESE LINES IS SHOWN IN SKETCH NO. III.

NAME OF CORPORATION.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Western R.R., Albany to Boston.	100,147	200,965	229,357	220,634	265,714	388,340	465,611	435,804	
Albany and Schenectady			132,685	138,541	174,650	229,410	236,889	343,840	284,273
Utica and Schenectady			161,849	161,656	221,818	266,534	270,412	332,061	370,988
Syracuse and Utica			121,764	129,534	155,270	198,542	216,810	294,147	340,345
Auburn and Syracuse		83,346	90,254	87,211	105,809	140,005	151,215	205,734	No Report.
Auburn and Rochester		105,190	121,969	119,769	142,355	189,011	209,250	281,356	361,864
Farmersville, Rochester to Attica ..			79,732	74,430	92,187	131,008	148,113	194,910	255,104
Attica and Buffalo			63,049	71,847	87,633	139,799	146,235	190,408	236,473
Buffalo and Niagara Falls					50,845		106,110	101,650	124,682
Michigan Central R.R.							30,070	152,372	
Albany to New York R.R.									509,150

* Called Hudson River Railroad; only one half complete.

On the Central Railway of Michigan, connected with the WESTERN TERMINUS of THE GREAT WESTERN RAILWAY, the receipts in the month of May for three years were as follows:—

1845.	£5,924.55 Dollars.
1846.	32,849.85
1847.	11,911.56

being an increase of nearly two hundred per cent. in two years.

The number of Passengers carried on that Railway was, according to the Returns of J. W. Brooks, Esq., the Superintendent, as follows:—

1844, when the Railway was partially open; less than 25,000	
1846, the Railway being still incomplete,	66,278.

THE NEW TERMINUS of the Railway now exceeds 100 MILES FROM BOSTON.

But the rapid increase of Population, Commerce, and Wealth in the States of Wisconsin, Michigan, and Ohio, all of which will extend largely to the THROUGH LINE of its Western Terminus, is a certain guarantee, that the FUTURE TRAFFIC of THE GREAT WESTERN RAILWAY will be augmented only by its capacity of transportation.

Wisconsin, Michigan, and Ohio are rich in Mineral Wealth, as well as favoured with the highly fertile soil, which has enabled them, with a rapidity unknown to European experiences, to assume their position among the States of the NORTH AMERICAN CONTINENT.

In the State of Wisconsin, the returns of population were as follows:—

In 1840, the population was	52,114
1840.	16,628.
1842.	21,128.
1846.	100,000.

Up to 1840, Wisconsin imported its supplies of every kind, including provisions. In 1846, the people fed themselves, supplied an army of upwards of 100,000 emigrants, and of their surplus remaining, they exported through the Lakes, produce to the value of between three and four millions of dollars.

In 1840, the State of Ohio, whose Southern districts will contribute largely to the traffic of THE GREAT WESTERN RAILWAY, contained 1,540,500 souls, and it produced barely sufficient to maintain its thinly spread population. In 1846, the population had increased to 1,549,467 and the products of its industry amounted in value, in the aggregate, to 65,900,275 dollars, viz:—

Products of Agriculture	35,802,500
Manufactures	14,688,000
Commerce, 25 P cent. on capital	8,390,340
Mines	2,142,682
The Forest	1,043,000
Fisheries	10,395

\$63,996,938

In America, the principal axis of Commerce was founded in 1789. In 1800, the population amounted to 3,600,000. In 1840, it had increased to 12,440,000 and in 1846, to 17,128,000. But its trade and manufactures increased at a still more rapid rate than its population. The manufacture of Ohio, which 20 years since may be said not to have existed, now nearly equal those of the four Southern States, while the annual products of its industry nearly double in amount and value those of any other State in the Union, except those of New York, Pennsylvania, Virginia, and Massachusetts.

The rapid advancement of Michigan in both population and commerce has been equally remarkable.