

## NOTE A.

### INCREASE OF POPULATION IN THE DISTRICTS THROUGH WHICH THE GREAT WESTERN RUNS.

In 1830, the population of the ENTIRE PROVINCE of Upper Canada amounted to 210,437 inhabitants.

In 1848—eighteen years afterwards—the population of the Eight Western Districts, through which THE GREAT WESTERN runs, amounted to 291,080; or upwards of 160,000 more than the population of the whole PROVINCE in 1830.

In 1858, the population of Upper Canada had reached 733,292, and, at the present time, it falls little short, probably, of a Million.

Let the way TRAFFIC alone of THE GREAT WESTERN RAILWAY is likely to be large, will appear from the following Statement of the property and production of Upper Canada:—

In 1848, The lands in *cultivation* in this part of Canada, were valued at ..... £299,995,341.  
The lands uncultivated, belonging to individuals, at ..... 8,530,383.  
Together, .... £308,525,725.

In 1847, The value of the Wheat and other Grain Crops, estimated at the lowest average price in that part of Canada was, ..... £3,076,285.

This estimate does not include the value of manufactured Timber, nor of Hemp, Flax, Tobacco, and Hops, grown in the Western Districts; and 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 as it is not liable to taxation, no accurate estimate 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 to the United States House of Representatives, under date of May 15, 1846, 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 shown and acknowledged by those who have tried both, to be equally great, if not greater. The last tempest which fell was very destructive to lives and vessels, amounting to, as nearly as we could ascertain, not only the loss of thirty-six vessels driven ashore, twenty of which became total wrecks; four hundred 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 lives, and destruction and damage to steamboats, vessels, and cargoes, more than one million of dollars. Badness 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 lie fast around, and shift their passengers, engines, and luggage, into lighters; exposure to life, health, and property to great hazard, and then, by extraordinary heaving and lurching, 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, confirmatory 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 at low water over the bar. As an anchorage,—this harbour is extremely valuable, as a Port of Refuge, and is much resorted to for shelter 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, however, and the shallowness of its water, also renders it more easily and more frequently affected by freshets,—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 260 miles in length, and from 30 to 40 miles in breadth. Its surface is elevated 500 feet above the tide waters of the Hudson River at Albany, and 324 above Lake Ontario. The greatest depth which has been observed in sounding this Lake, is 570 feet.

## NOTE C.

### INCREMENTAL TRAFFIC OF THE GREAT WESTERN RAILWAY OF CANADA.

To give some idea of the INCREASE OF PASSENGERS, resulting from the establishment of Railways, the following extract is taken 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 facilities, the expenditure, and economy afforded by Railways, have multiplied the number of passengers, and the production of merchandise. In order to support such statements, we will quote the following facts relative to the Railways of Belgium, England, and Scotland, in comparison of extreme difference, and having recourse to a variation in the returns, which far exceed all anticipation."

Comparison of the number of travellers conveyed daily throughout the whole or a portion of the line.

| Railways.                        | Passengers in 1840 the establishment of Railways. | Passengers in 1844 the establishment of Railways. | Increase per Cent. |
|----------------------------------|---------------------------------------------------|---------------------------------------------------|--------------------|
| M. de Valenciennes and Liverpool | 100                                               | 14,300                                            | 300                |
| " Stockport and Darlington       | 100                                               | 430                                               | 250                |
| " Newcastle and Carlisle         | 100                                               | 500                                               | 160                |
| " Abchurch and Fother            | 100                                               | 900                                               | 300                |
| Brussels and Antwerp             | 100                                               | 13,000                                            | 1,100              |

To give some idea of the INCREASE OF CARGO, or CONSUMPTION OF GOODS AND MERCHANDISE, after the establishment of Railways, the following passage from the same work is quoted:—

"Progress in the CONVEYANCE OF MERCHANDISE by Railway, compared to that of passenger:—

| Years. | Passengers. | Tons of Goods. |
|--------|-------------|----------------|
| 1841   | 24,000,000  | 22,000         |
| 1846   | 1,148,000   | 500,000        |
| 1851   | 1,565,180   | 1,180,000      |

Here, while the number of passengers increased 60 per cent. in four years, in the same time the QUANTITY OF GOODS increased 1,100 per cent.