

II. INCREASE in Traffic, resulting from the establishment of Railways in the United States of America.
STATEMENT OF THE INCREASE OF REVENUE ON FIVE RAILWAYS, in direct communication with the EASTERN TERMINUS OF THE GREAT WESTERN RAILWAY.

	Railways.	Amount of Net Revenue.	Amount of Increase.	Increase per Cent.
1.	The Boston and Worcester.			
	1842,	£45,174		
	1845,	59,131		
	In three years,		14,257	33 per Cent.
2.	Western Railway.			
	1842,	61,547		
	1845,	110,715		
	In three years,		49,198	80 per Cent.
3.	Utica and Schenectady.			
	1837,	18,128		
	1845,	65,879		
	In seven years,		17,681	34 per Cent.
4.	Utica and Syracuse.			
	1843,	33,568		
	1846,	40,297		
	In three years,		16,269	75 per Cent.
5.	Anbarn and Rochester.			
	1843,	22,673		
	1846,	45,901		
	In three years,		22,928	100 per Cent.

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	190,137	200,065	220,257	223,634	265,714	388,310	405,014	435,801	
Albany and Schenectady			132,685	158,541	174,653	229,410	236,889	249,810	284,279
Utica and Schenectady			161,849	161,656	224,818	266,531	270,412	332,061	370,988
Syracuse and Utica			121,561	123,534	155,259	198,512	216,810	294,417	340,915
Valhara and Syracuse		83,316	90,254	87,244	165,809	140,665	154,315	307,734	No Report.
Anbarn and Rochester		105,190	121,369	119,500	132,355	189,344	200,256	281,056	364,864
Tombawanda—Rochester to Attica			70,532	74,130	92,387	134,068	148,443	194,941	250,101
Attica and Buffalo			63,949	71,847	87,393	130,739	146,235	190,108	236,473
Buffalo and Niagara Falls					50,815		106,140	101,670	124,682
Michigan Central R.R.							90,070	152,672	
Albany to New York R.R.									509,180

* On the Central Railway of Michigan, the receipts in the month of May for three years were as follows:—

1845,

1846,

1847,

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. Brookes, Esq., the Superintendant, as follows:—

1844, when the Railway was partially open, less than 25,000.

1846, the Railway being still incomplete,

Called Hudson River Railroad: only one-half completed.

III. Advancement of Population, Production, and Commerce in the States, which must necessarily contribute largely to the Traffic of the Great Western Railway.

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 experience, to assume their position among the States of the North American Union.

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

In 1830,	3,245.	In 1842,	215,228.
1840,	16,678.	1846,	390,000.

Wisconsin, up to 1840, 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.

Ohio, whose Northern districts will contribute largely to the traffic of the GREAT WESTERN RAILWAY, contained 45,365 souls in 1800. This State then produced barely sufficient to maintain its thinly spread population. In 1840, the population had increased to 1,319,167; and the products of its industry amounted in value, in the aggregate, to £3,906,678; viz:—

	Dollars.
Products of Agriculture	37,802,004
Manufactures	11,588,091
Commerce, 25 per cent. on capital.	8,050,216
Mines	2,142,082
The Forest	1,013,063
Fisheries	10,595
	<u>\$ 63,906,678</u>

Cincinnati, the principal city of Ohio, was founded in 1789. In 1800, the population amounted to 750 souls. In 1830, it had increased to 24,341, and in 1840, to 40,238. But its trade and manufactures increased at a still more rapid rate than its population. The manufactures of Ohio, which 30 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.

Michigan was admitted into the Union, as a State, on the 26th January, 1837. It contains an area of 50,243 square miles, or 25,995,520 acres. Its population has increased as follows:—

1810,	1,702.	1830,	31,630.
1820,	8,896.	1840,	212,267.

The Minerals of Michigan are of great value, and as yet, scarcely touched. This State, as large as England, of greater fertility, and most favourably placed for the transport of its productions, excels it in richness of mineral wealth and agricultural resources.

Its rapid progress in internal improvements is well known. The increase of Traffic of one of its Railways is indicated in the above Table. The Earnings and Profits on that Line are stated in the Table in the following Note 11.