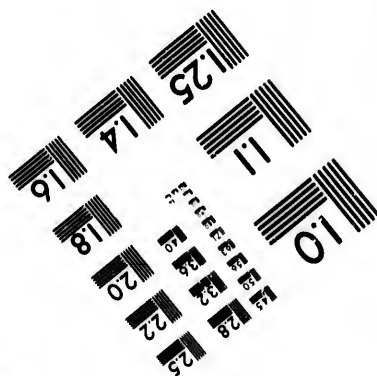
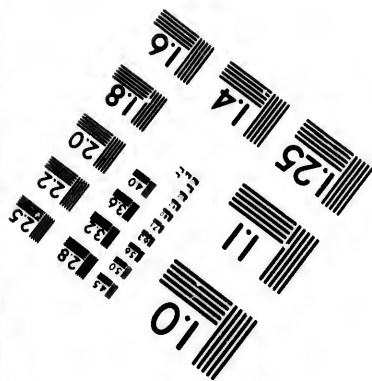
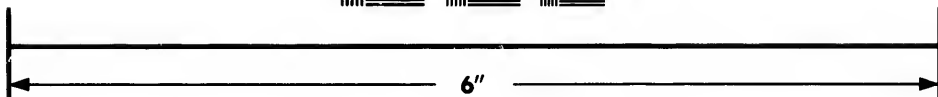
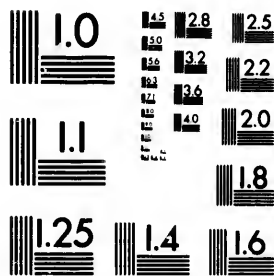
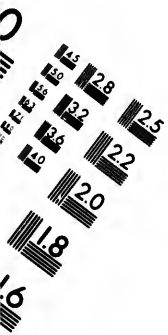


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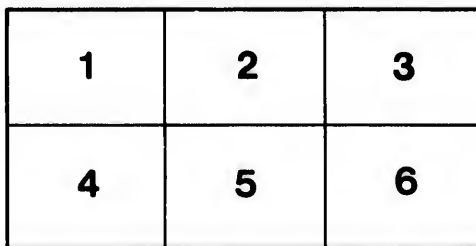
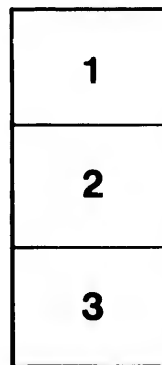
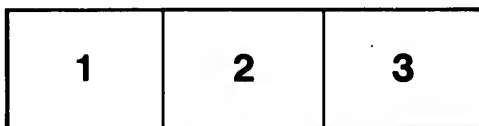
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ENGINEER'S REPORT

IN REPLY TO THE COMMUNICATION FROM THE

MAYOR OF OWEN SOUND,

AND THE DEPUTATION OF THE

COUNTY OF GREY,

ON THE PROPOSED

Toronto and Owen Sound Central Railway Route,

WITH A BRANCH TO SAUGEEN.

ALSO A SUPPLEMENT

CONTAINING THE LATEST STATISTICS OF THE

Prospective Local and Through Traffic,

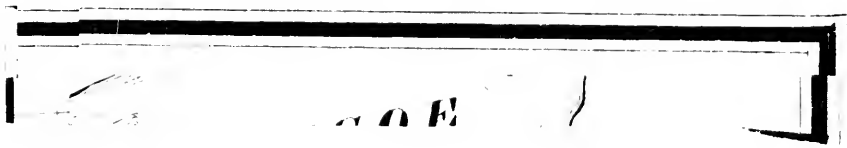
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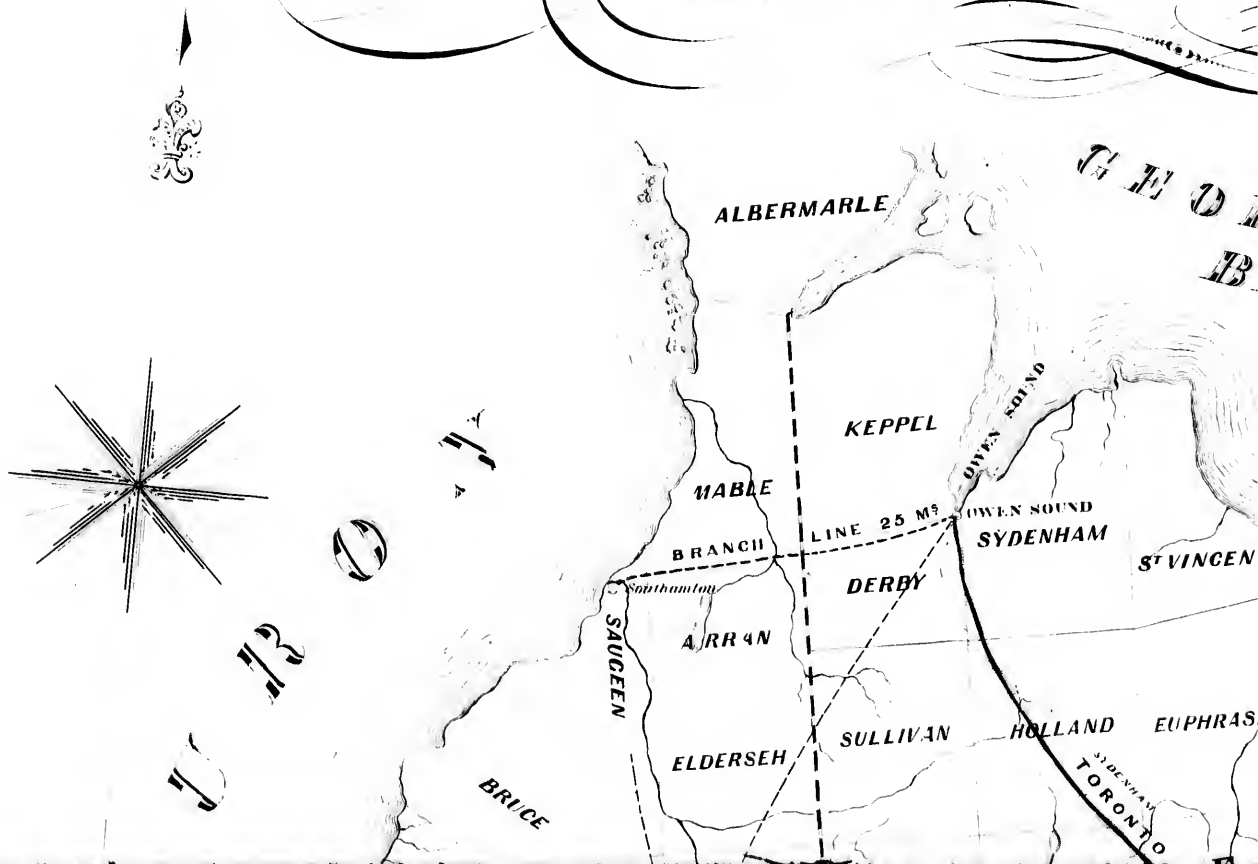
1857.





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DIAGRAM
SHEWING THE PROGRESS
OF THE
TORONTO & OYSTER BAY
Central Railway



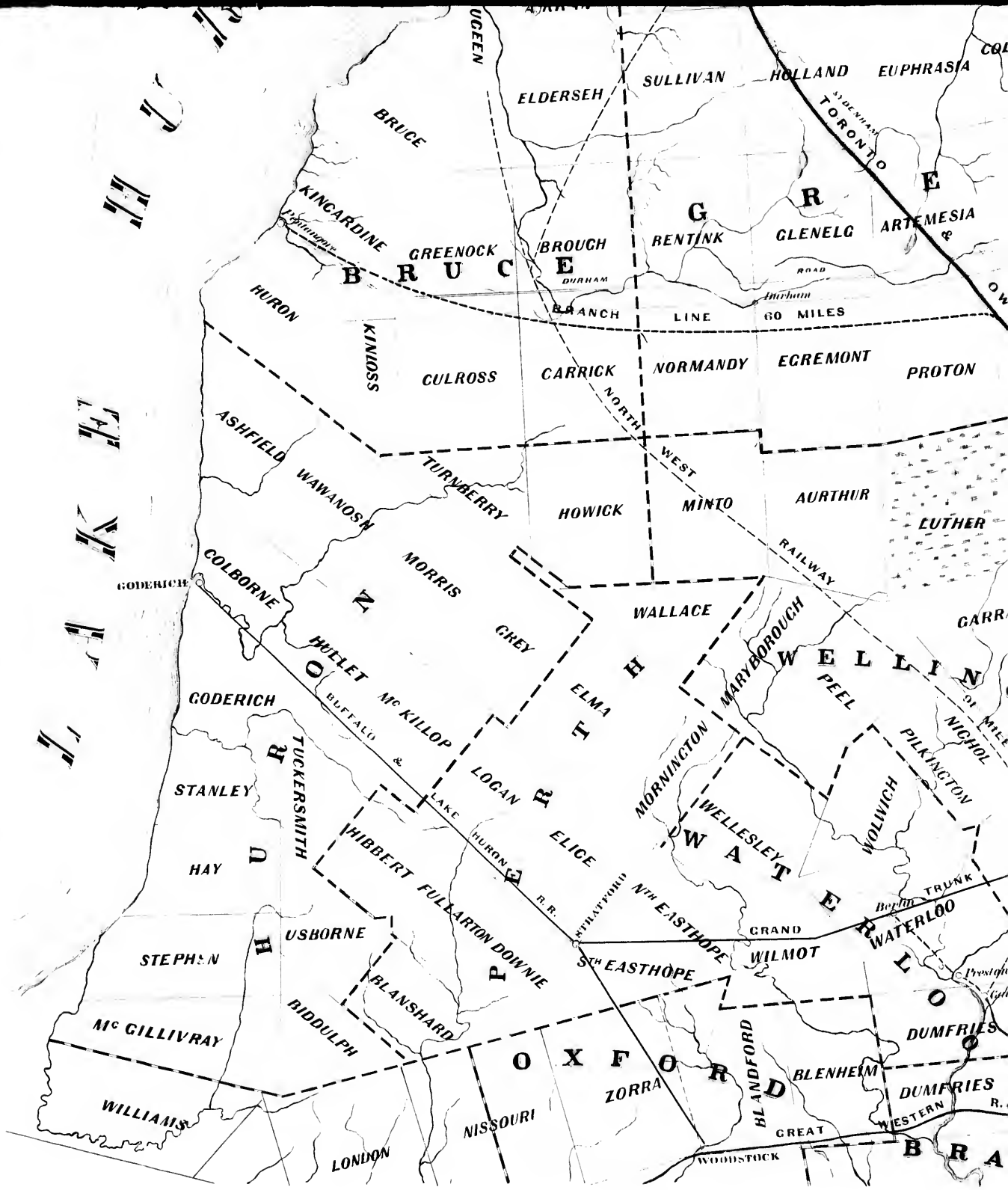
DIAGRAM

THE PROPOSED ROUTE
OF THE

& OWEN SOUND

Central Railway.





LITHOGRAPHED BY J. ELLIS 8 KING ST TORONTO. G.W



Scale of Miles
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LETTER FROM THE MAYOR OF OWEN SOUND.

TORONTO, 28th March, 1857.

SIR,—The deputation from the Municipality of Owen Sound, and the Warden of the County of Grey, request that you will have the goodness to furnish a Report of what you have ascertained by actual exploration, and from other reliable information, as to the practicability of overcoming any engineering difficulties in the way of constructing a Line of Railroad in connection with the Grand Trunk, from the neighbourhood of Weston, or Brampton, to Owen Sound—the probable length of such line—the probable cost per mile, on the average, and the advantages if any to the City in a commercial view, over the proposed North-west Railroad from Guelph to Saugeen, with a branch to Owen Sound.

The Report required is for the information, more particularly, of the Railroad Committee of Parliament, the City Board of Trade, the Town Council of Owen Sound, and the County Council of Grey, and may be published for distribution.

Your early attention to this, will confer a favour.

Your obedient servant,

RICHARD CARNEY,

Mayor of the Town of Owen Sound.

KIVAS TULLY, Esq.,

Civil Engineer, &c., Toronto.

TORONTO AND OWEN SOUND CENTRAL RAILWAY.

TORONTO, March 31st, 1857.

SIR,—I have the honour to acknowledge the receipt of your communication of the 28th, requiring reliable information with reference to the proposed Central Line of Railway, in connection

with the Grand Trunk Railway, from the neighbourhood of Weston or Brampton, to Owen Sound, to comprise—

1st. The Engineering difficulties.

2nd. The probable length.

3rd. The cost per mile on the average.

4th. The advantage, if any, to the City of Toronto in a commercial view, over the proposed North West Railway, from Guelph to Saugeen, with a branch to Owen Sound.

THE ENGINEERING DIFFICULTIES.

My knowledge of the proposed Central Railway route, to connect Owen Sound with Toronto, is derived from the explorations which were made in 1855, along the valley of the Humber, from the Town of Weston in a north-westerly direction, with a view to the construction of a Ship Canal, to unite the waters of Lakes Huron and Ontario, at Toronto. These explorations extended along the valley of the Humber beyond the summit of the "Ridges" in King and Albion, and from personal observation, as well as instrumental examination, I am quite prepared to state, without fear of contradiction, that a Railway can be constructed with easier grades, and at a less cost per mile than either the Ontario, Simcoe and Huron Railway, or the Grand Trunk Railway to Guelph. My present opinion is, that the proposed Line should commence at a point west of the Humber, between Weston and Brampton, thereby taking advantage of the present Railway Bridge at Weston, the route would be in almost a direct line on the west side of the Humber to Boulton Village, and Mono Mills in Albion, then making a slight detour to the west, towards Orangeville, to avoid the spur of the Blue Mountains, would continue in almost a straight direction to Owen Sound.

Whether an extended instrumental examination west or even east of the starting point, between Weston and Brampton, would indicate a more favourable line, I am not prepared to state, and am unwilling to determine that this point should be chosen until such

further exploration has been made, but it is sufficient for the present to state, that I am satisfied a Railway can be constructed from this point to Owen Sound with grades of a much more favourable character, than either of the above mentioned Railway Lines, as the following tabular comparisons will show :

THE COMPARISON OF GRADES.

Summit above Lake Ontario.	Distance in miles from Toronto.	Average grade per mile in feet.	
971 feet.	26	27	G. T. Railway.
750 "	30	25	O. S. H. Railway.
705 "	34	21	Central Line.

The summits of each Line have been determined by actual survey, and the summit of the Central Line through Albion, is corroborated by the survey made in 1836 by R. Higham, Esq., Civil Engineer, for the Toronto and Lake Huron Railroad Company.

The maximum grades on the above Railways, and the Great Western are as follows:—

Grand Trunk, Toronto and Guelph.....	53 feet per mile.
Ontario, Simcoe and Huron.....	63 " " "
Central Line to Owen Sound.....	34 " " "
Great Western.....	45 " " "

The maximum grade of the Central Line is from the Report of R. Higham, Esq., Civil Engineer, before quoted. With respect to the curvature, I do not anticipate the comparison can be unfavourable to the Central Line, the proposed route being nearly parallel with the direction of the valley of the Humber, and unlikely to be crossed by any streams of sufficient importance to require many deflections from the straight line. Between the summit of the Ridges in Albion and Owen Sound, I am not prepared to state with certainty what the additional rise would be, not having explored this portion of the proposed route; but, from local information, I am satisfied that it would not exceed 100 feet, making the extreme summit level 800 feet above Lake Ontario, the same level at which Guelph stands,

and 171 feet under the summit of the Grand Trunk Railway at Acton. Taking the level of the high land at Owen Sound at 360 feet above Lake Huron, the summit of the Central Line in Albion will be within a few feet of the same level. The descending grade from this height (360 feet) to the level of Lake Huron at Owen Sound is unavoidable under any circumstances, and considering the necessity of extending the Central Line to Southampton, 25 miles distant, or some other port on Lake Huron, at some future period, the question of a switch or a stationary engine with an incline, will remain open for discussion, as it cannot be decided until a thorough local examination has been made. The above information comprises what may be technically called the Engineering difficulties, which is certainly a misnomer as applied to the Central Line, compared with other Railway lines, the result of the comparison tends satisfactorily to show that the Humber route is the most eligible in many respects, and the difficulties less than have been ordinarily encountered on other Railway lines.

The advantage of low over high grades on Railways are self-evident to every person at all acquainted with their working, and may be enumerated as follows:—Economy in working; increased speed, and greater security. If time permitted, it was my intention to have made a few tabular comparisons, shewing the superiority of the proposed Central Route, over the Grand Trunk and intended North West Railways, as a means of communication with Owen Sound. It will be probably sufficient for the present to state, that a saving of at least two hours in running time would be in favour of the Central Line, calculating the ordinary speed at 25 miles per hour, and the distances as 108 and 140 miles respectively.

As a familiar illustration of the effect of high grades, on the effective power of the Locomotive with even an ordinary load, I would mention the following. "There are few persons in the habit of travelling on Railways, who have not been stopped on a heavy grade, in order, as it were, to give the Locomotive time to draw breath, like a corpulent man running up a hill, who must stop occasionally to take in a fresh supply of combustion air, whereas on a level, he might have run twice the distance."

THE NORTHERN TERMINUS.

Having perused the several published Reports on Owen Sound Harbour, I am satisfied from the favourable opinions therein expressed, that with certain improvements it can be made sufficiently secure and of the necessary capacity to justify its selection as the Northern Terminus of the proposed Central Railway. None of the Reports make any allusion to a Reef of Rocks called "Vale's Shoal," 15 miles distant from Owen Sound, at the Town line between Sydenham and Saint Vincent. This Reef I am informed by good authority, extends two-and-a-half miles in a north-westerly direction from the shore, and is about one mile broad. From its extent, being about one-fourth of the distance across the Sound at this point, I would infer that, acting as a sunken breakwater, it would to a certain extent destroy the effect of a heavy sea, and ensure comparatively smooth water for a considerable area, during a north-easterly gale—the only point from which any danger to shipping in the Harbour could be apprehended. The curvature of the sound in a Southerly direction also affords additional shelter on the South-east side; to these causes may be attributed the stability of the present wharf, which by all accounts is not of the strongest description, an additional proof, that the heavy sea consequent on a gale of wind from the North-east cannot be very destructive in its effects.

The Reports are also silent on a very important point, namely, that the prevailing winds on this continent are westerly. Owen Sound Harbour, therefore, will afford generally, the necessary shelter to shipping, which cannot be obtained on the Southern or Eastern shores of Nottawasaga Bay during the prevailing winds. As the improvement of the Harbour has been brought under the notice of the Government by your Town Council, with the assistance of George Jackson, Esq., M.P.P. for the County of Grey, the subject will, no doubt, receive due consideration. Any further remarks, therefore, under the present circumstances, on this important point are unnecessary, as it is more than probable that an appropriation will be made by the Government for making the necessary improve-

ments to the Harbour, no provision has been made in the estimate of the cost of the Railway for any Harbour accommodation. If Weston is decided on as the point of junction with the Grand Trunk Railway, Toronto Harbour will as a matter of course, be the Terminus on Lake Ontario. If the point of junction should be at Brampton, 21 miles from Toronto, a considerable portion of the traffic would, no doubt, find its way to Port Credit, about 14 miles distant, which would be detrimental to the interests of the City of Toronto, as Port Credit would then have the advantage of about 7 miles in distance in its favour.

According to Captain Weatherly's Report to the Directors of the Ontario, Simcoe and Huron Railway, "the River Saugeen is incapable of being made a safe Harbour," but, "at Chantry Island a little to the south of its entrance," a Harbour can be formed, "which for facility of entrance, departure, security or depth, would be unequalled by any Port on the American inland waters." This is certainly a very flattering description, and ensures a Northern Terminus on Lake Huron of an unquestionable description. I have thought it necessary to draw your attention to this fact, as the construction of the Branch Line from Owen Sound to Southampton with a Terminus at Chantry Island, will be absolutely necessary to the maintenance of the through traffic.

Having no correct information with respect to the practicability of constructing a Harbour at Penetangore, I could not decidedly recommend the construction of the Branch Line from the Township of Proton to that point on Lake Huron. Local authorities maintain that a good and sufficient Harbour can be constructed, but in the absence of any professional opinion, it would be injudicious at present to make any arrangements that would result in a failure.

THE PROBABLE LENGTH.

By referring to the accompanying Diagram, it will be observed that the Grand Trunk Railway as far as Weston, is deflected so little from the straight line between Toronto and Owen Sound, as

to render the construction of a new line unnecessary. Presuming, therefore, that the Central Line is intended to be constructed as a feeder to the Grand Trunk Railway, with identical interests, I will assume Weston as the starting point. The distance from Weston to Owen Sound, has been computed by several parties as follows :

From Toronto to Weston.....	8
“ Weston to Owen Sound.....	100

Total..... 108 miles.

The above distance will, I consider, contain a sufficient allowance for the curvature of the Line. I cannot but condemn the principle of making detours from the proper Engineering line indicated by the topography of the country, for the purpose of securing the interests of the several towns and villages adjacent; and I fully agree with the remarks by Walter Shanly, Esq., Chief Engineer, in his Report to the Toronto and Guelph Railway Company in 1852. “The prevalent idea, that to secure the carrying trade of intermediate and neighbouring Towns and Villages, Railways must pass *through* them, is generally erroneous. All Railways possess a more or less extended circle of attraction, and despite of the opposition growing out of local prejudices, and petty individual interests, the whole commerce of the region within the limits of that attraction, will, in the end, be carried on through the medium of the Rail.”

There are a few instances on record already, of the truth of the above remarks, sufficient to prove a warning for the future, and to justify a determination, that the general interests of the Line should not be sacrificed to local feelings.

THE COST PER MILE, ON THE AVERAGE.

The Engineering difficulties being considerably less than those encountered in the construction of the Toronto and Guelph Railway, the cost will be proportionably less. The original cost of the Toronto and Guelph Railway, previous to its amalgamation with

the Grand Trunk Railway, was estimated by Walter Shanly, Esq., Chief Engineer, at £6350 per mile; and contracts for its construction were made with Messrs. Gzowski & Co., based on this Estimate. When the amalgamation took place a superior character of superstructure was required, the new Contract also included Rolling Stock not previously contracted for, which increased the price to £8,000 sterling per mile. The lamentable accidents incidental to Railways of inferior construction, of which, unfortunately, there are too many instances on this Continent, and the general condemnation that naturally follows every disaster attributable to such causes, indicate that for the future, such false economy must be ignored, and a superior class of works constructed, which will ensure general confidence, and combine speed and safety with ultimate economy. I consider the works on the Grand Trunk Railway to be of the superior class calculated to attain this result, and recommend the same description of Superstructure, Rolling Stock, Station Buildings, &c., for your proposed Line. The necessary material for the Bridging, &c., along the proposed Line, can be procured without much difficulty, as will be seen by the following description. Stone of a good quality for ordinary culverts, abounds at several points on the Humber, at Weston, Burwick, &c. Limestone and free-stone fit for Bridge building, not more than two miles distant from the proposed line of Railway, can be procured in Albion; and from this to Owen Sound, I am informed Limestone can also be procured for Bridges, and Culverts. Sand in any quantity can be procured along the Line. Water can also be had in abundance, and Tanks can be erected in convenient positions without any of the difficulties experienced on other lines. Tamarack, Hemlock, Cedar, Black Ash, Rock Elm, and Norway Pine for Ties, can also be supplied in abundance along the whole of the line. These are the most important local requisites in the construction of a Railway, though not as expensive as the superstructure which is supplied from Europe, the difficulty of procuring them is often a source of considerable additional expense in the cost of construction. The price of Land and damages will form a considerable item in the cost of the undertaking. By judicious management I have no doubt that the

necessary quantity can be purchased at a reasonable rate. The land near the Termini will, as a matter of course, be more valuable than along other portions of the route. It is to be hoped that the Land Commissioner will make due allowance for the *patriotism* of the population, in his bargains with them. The profile of the Line, judging from Higham's survey of 1836, and from personal examination as far as the summit in Albion, indicates a very moderate amount of Excavation, and Bridging, the location of the line being parallel with the line of the Humber, Etobicoke, and Credit Rivers, and between them; the water courses are of a trifling character, and in nearly every instance, can be crossed with an ordinary Culvert, which will effect a considerable saving in the cost of construction in comparison with the Grand Trunk Railway to Guelph, which crosses all the streams from the Highlands, an unavoidable necessity under the circumstances. Taking the above advantages into consideration, the decrease in the value of labour, and materials since the above Railway has been constructed, and making due allowance for unforeseen difficulties, I consider the total cost per mile, including the price of Land, Grading, Bridging, Superstructure, Station Buildings, and Rolling Stock, will not exceed £7,000, the total Estimate, therefore, will be—

100 miles from Weston to Owen Sound at £7,000 per
 mile..... £700,000 0 0

PROSPECTIVE LOCAL AND THROUGH TRAFFIC.

The supplementary Statistics of the quantity and value of the Land, through which your proposed Line is intended to pass, and the number of saw and grist mills, &c., and general statistics relating to the through traffic, will afford some data, and enable you to form an idea of the benefits to be derived from the construction of the Railway. An Estimate of the population has also been compiled from the most correct sources. Facility of transport for produce is of the utmost consequence to the Farmer. The delay and expense of transporting the products of the soil to

Market, for long distances, through bad roads, is beginning to be clearly understood by those most interested; by comparing notes with their more favoured brethren who have the advantage of a Railway almost from their doors, they begin to find out, that if they wish to keep pace with the times, and secure a fair profit for their labour they must have a Railway also; the time that is spent in bringing their produce to Market, might be much more profitably employed on their Farms, independent of the expense at taverns, their horses time, and the wear and tear of waggons, harness, &c. It is not too high an estimate to state, that a saving of at least 6d. for every bushel of Wheat brought by such means to Market, will be saved to the producer. Not being in possession of any correct data on which to base a reliable calculation, I am not prepared to state what per centage on the whole outlay may be expected. By a comparison of the outlay with the direct and indirect advantages resulting from the construction of other Railway Lines, the Central Line may fairly expect an amount of business in proportion to the present assessed value of the land, fully equal to other localities in the enjoyment of such facilities. What the pecuniary amount of the business may be, cannot be ascertained until produce statistics have been compiled. For the present, therefore, this must remain a matter of conjecture. I am not aware that it can be considered absolutely necessary in the present instance, as the necessity of constructing a Railway from Owen Sound to the shores of Lake Ontario by the shortest and best route appears to be admitted by all parties. The certainty of an increase in the value of the land adjacent to the proposed Railway consequent on its construction will, no doubt, be a great inducement to the several Townships to take stock in the undertaking. The necessary expenditure of a large amount of money per mile for construction in each Township, will also be a consideration to those most interested. As a through route, and possessing the advantages described in the preceding portion of this Report, a fair proportion of the through traffic may be safely relied on without any fear of serious competition. It may be urged that the construction of the Central Line would interfere with the operations of the Ontario, Simcoe and Huron Railway. No doubt

its superior advantages will command a preference, but at the same time it is very generally admitted, that all the Railways and Canals that can be constructed across and along the Canadian Western Peninsula for the next twenty years, will scarcely afford sufficient accommodation for the gigantic increase of the commerce of the "Great West." Some statistics with respect to the increase of the Western trade during the past few years, are given in the supplement to this Report. A Branch Line constructed from Penetanguishene on Lake Huron, provided a Harbour can be constructed there, passing near Durham, to join the Central Line in the Township of Proton, about sixty miles in length, and one hundred and twenty miles from Toronto, would secure a large additional amount of Local and through traffic. A careful enquiry and examination will satisfy the residents of the County of Bruce, that the construction of this Branch Line intersecting their County, would be of greater benefit to them, than any other line that could be constructed, considering their desire as British subjects should be, by every means in their power, to secure the traffic through this Province to the Grand Trunk Railway, which may correctly be termed a national undertaking, in the success of which every Canadian ought to be deeply interested.

COMMERCIAL ADVANTAGE TO THE CITY OF TORONTO.

The last and decidedly the most important matter for the consideration of the citizens of Toronto, is, "the advantage, if any, to the City of Toronto in a Commercial view, over the proposed North-west Railway from Guelph to Saugeen, with a branch to Owen Sound." I have carefully perused the Report of Sandford Fleming, Esq., Engineer of the North-west Railway; also the Report of the Committee on Railroads to the City Council.

As the latter report is evidently an echo of the former, I would direct your attention to a few points which appear to me to deserve particular consideration. The Report of the Committee states—"They are of opinion that the construction of

the proposed Railway would not fail to bring into Toronto the business of a large and fertile tract of country, which, without such a line of communication, would ultimately find an outlet in another direction." With positive facts before me, I cannot but demur to the opinions expressed in the Report generally, particularly with reference to the clause I have quoted; the first portion states, that "the proposed Railway would not fail to bring into Toronto the business of a large and fertile tract of country." I am satisfied it will *fail*, and I hope to be able to satisfy every reasonable person that the business of the "large and fertile tract of country" referred to, would not be brought into Toronto, if the proposed North-west Railway is constructed. The whole of the future trade of the Counties of Grey, Bruce, and portions of Huron and Wellington—probably the best farming land in Canada, according to the expressed opinions of competent judges, by the census of 1852, the County of Bruce maintained the highest average, 20 bushels of wheat to the acre—would be diverted *from* Toronto, the natural outlet, to Guelph, Hamilton, and the United States, by the construction of the North-west Railway. Let it be supposed, that the North-west Railway has been completed from Guelph to Southampton, through the fertile valley of the Saugeen, with the branch to Owen Sound, the Galt and Guelph Branch of the Great Western Railway, the connecting link between Hamilton and Guelph opened, the respective distances will be as follows:—

HAMILTON ROUTE.

From Owen Sound to Guelph.....	91 miles.
From Guelph to Hamilton.....	44 "
	<hr/>
	135 miles.

TORONTO ROUTE.

From Owen Sound to Guelph.....	91 miles.
From Guelph to Toronto.....	49 miles.
	<hr/>
	140 miles.

Difference in favor of Hamilton five miles.

N. B. If a direct line was constructed between Guelph and Hamilton, the distance would only be 29 miles, increasing the difference in favour of Hamilton to 20 miles.

To this advantage in distance add the difference in running time in favor of Hamilton, to which there is a down grade from Guelph, versus an average up grade of 13 feet per mile to overcome the summit west of Acton. These advantages will make a difference of nearly half an hour in running time in favour of Hamilton, and nearly one hour if a direct line was constructed. If the Central Line from Owen Sound to Toronto was also constructed, the comparison of routes would be as follows:—

From Owen Sound to Toronto by the Central Line.....	108 miles, 4 hours.
By the North-west Railway to Guelph, and to Hamilton by the Great Western.....	135 miles, 5 hours.

This comparison would give an advantage of one hour in favour of Toronto; if the direct line was constructed, the difference would be—

From Owen Sound by the Central Line to Toronto	108 miles 4 hs.
“ By the North-west and Great Western Railways to Hamilton.....	120 miles 4 hs. 30 min.

Difference in favour of the Central..... 12 miles 30 min.

The great superiority of the Central Route over the North-west Route being evident, it is the duty of every citizen of Toronto to advocate its construction previous to the North-west Railway. The Report of the Hamilton Board of Trade in the Supplement, will give some idea of their anxiety on the subject.

If these calculations are correct, and I would mention that by disproving them, the disadvantages to Toronto would be increased, what citizen of Toronto therefore, would for one moment imagine that a mere name would bring business. The trade of those flourishing counties would be certainly lost to Toronto, “and would ultimately find an outlet in another direction,” by the construction of the North-west Railway. The Central route, when constructed, would no doubt turn the trade into its proper channel—the Grand Trunk Railway—instead of crossing it at Guelph on its way to Hamilton. Experience conclusively shews that it is a very difficult matter to turn a trade once established; it is easier therefore to avoid the error

than to rectify it when committed. I understand that the Hamilton merchants have been forwarding goods by the Hamilton and Toronto, and Grand Trunk Railways to Guelph, at the same rate that goods are forwarded from Toronto to Guelph, in order to retain the Guelph business, until the Galt and Guelph branch of the Great Western Railway is opened, when of course Hamilton will have the advantage of five miles in distance and of nearly an hour in time without changing cars, over Toronto, thereby avoiding the necessity of forcing the trade as at present. I am also informed that passengers are brought from Guelph to Toronto, by Hamilton, for $12\frac{1}{2}$ cents cheaper than by the Grand Trunk Railway. This is the Report "on change" and there is no reason to doubt its correctness. These remarks tend to demonstrate the energy and determination of our Hamilton friends, who certainly deserve every credit for their foresight and enterprise, to which the prosperity of their City may well be attributed. All this may appear very discursive, and probably may be considered by some parties to be foreign to the question, but it is necessary that these facts should become known before it is too late. The subject is no doubt open to discussion; in any case it must be admitted that it is worthy of the most earnest consideration. The construction of the North-west Railway will be of the greatest benefit to Guelph, not only securing the passing trade from Owen Sound, but also the through European and American commerce in return. In this particular Guelph will possess a decided advantage over both Hamilton and Toronto. All European goods for Owen Sound conveyed by the Grand Trunk, and the Hamilton and Toronto Railway to Hamilton, and the Great Western Railway to Guelph must pass over 33 miles of Railway additional to the direct line by the Grand Trunk Railway to Guelph, to the disadvantage of Hamilton. In the same manner all American goods for Owen Sound will take the direct line by the Great Western Railway to Guelph, to the disadvantage of Toronto; the difference in expense per ton per mile, would be as follows:—Freight of one ton of goods, 33 miles additional, at $2\frac{1}{2}$ cents per mile, $82\frac{1}{2}$ cents. Besides the increased expense of handling and changing cars, which would amount to at least one dollar a ton altogether, a

very important item to be added to the whole freight from Portland to Guelph. In fact, by the construction of the North-west Railway, Guelph would be the "entrepot" of the commerce to and from Owen Sound. By the construction of the Central Route, Toronto would secure her share of the through and local traffic, which would otherwise find its centre in Guelph, and in case of the non-construction of the North-west Railway, which after all will be found to be intended as a feeder to the Great Western, would secure the American as well as the European commerce to Owen Sound. Should the North-west Railway be constructed to Owen Sound, a very doubtful matter, as the whole leaning of the report of the Engineer is evidently in favour of Southampton, sufficient Railway accommodation would be afforded for some years. It is evident however, that the construction of the Central Line direct to Toronto, traversing as it would the County of Grey diagonally, would be much more advantageous to your interests than the North-west Line to Guelph. I conclude that the County Council of Grey were actuated by some such reason, when they withdrew their support from the North-west Railway, and expressed their willingness to subscribe stock to the amount of £100,000 for the construction of the Central Line to Toronto, for which you are now requesting a charter from the Legislature. It is clearly the interest of the City of Toronto to give you every assistance in procuring the charter, and also to subscribe an equal, if not a larger amount of stock. The Townships of Mono, Adjala, Albion, and Vaughan, will no doubt give you every assistance, and subscribe their portion of stock. The County Council of Bruce, would do well to reconsider the question before they have finally pledged themselves, and the City Council of Toronto ought carefully to weigh the facts above stated, before they join in constructing a Line of Railway, which will without doubt verify what they appear justly to dread, that "the business of a large and fertile tract of country would ultimately find an outlet in another direction."

If the Committee on Railroads of the City Council will take the trouble to reconsider and seriously discuss this question, (one of paramount interest to the City of Toronto), I feel satisfied that

they will arrive at the same conclusions that you have, and will follow your example by withdrawing all aid towards the construction of the North West Railway, unless they are certain that the rate-payers are anxious to construct Railways for the benefit of rival cities, to the detriment of Toronto.

GENERAL REMARKS.

By the third clause of the Act of Incorporation of the "Canada North West Railway Company," the Company is empowered to "construct and complete a Railway connection between Lake Huron at or near the Town of Southampton, or Saugeen, in the County of Bruce, and Lake Ontario at Toronto, with full power to pass over any portion of the Counties of Wellington, Grey and Bruce, *to intersect and unite with the Grand Trunk Railway at the Town of Guelph*, as provided by the ninth section of the Railway Clauses Consolidation Act, and to construct a fork or branch to Owen Sound from any point north of Durham." The original intention of the petitioners for the Charter of the North West Railway I am informed, was to connect with the Grand Trunk at some point in the County of Wellington east of Guelph, and by many persons interested it is still thought that this is permitted by the Charter, but the clause above quoted is conclusive on the matter, and it now appears that Guelph is finally determined on as the Southern terminus of the North West Railway. With Guelph as the Terminus who can for one moment suppose that the North West Railway will be a feeder to the Grand Trunk Railway. As it has been stated before, Hamilton will soon be connected by Railway with Guelph, by which means a saving of five miles will be effected—this with other advantages will give Hamilton a decided preference over Toronto of nearly half an hour in running time. The North West Railway will be emphatically a feeder to the Great Western, it cannot be otherwise. Restrictive tariffs, disconnected lines, favoritism, &c., may be faithfully promised to the advocates of the Grand Trunk Railway and the citizens of Toronto—but such methods of

trammelling commerce cannot be successful, the whole of the Trade of Owen Sound and the Northern Peninsula *must inevitably be drawn to Hamilton* if the North West Railway is constructed with its Southern Terminus at Guelph. That the original intentions of the majority of the petitioners for the Charter have been frustrated by making Guelph the terminus, there can be no doubt; to this present moment some of the leading members of the Board of Trade of Toronto are under the impression that this is not imperative, and are under the delusion that Acton or Rockwood can be made the Southern terminus.

To the Councils of Owen Sound and the County of Grey, the citizens of Toronto are indebted for this important information, which, when it becomes more generally known and understood, will prevent any of the citizens of Toronto who have the welfare of the city at heart from joining in an enterprise likely to produce such effects.

The Comparisons in point of distance, grades, &c., between the North West Railway and the Central Route will be as follows :

From Owen Sound by the North West Railway Route, through Guelph to Toronto :—

Distance in miles.	Summit in feet.	Average grade in feet.	Maxium grade in feet.
140	971	27	53

From Owen Sound by the Central Route to Toronto,.....

108	705	21	34
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The above comparisons gives an advantage of 32 miles in point of distance, 6 feet in the average grades per mile, and 29 feet in the maximum grade ; which will make a difference of at least *two hours* in running time in favour of the Central Route. At page No. 10, of the Engineer's Report of the North West Railway it is stated that, "in the Townships of Melancton, Osprey, and Collingwood, the slope exceeds the height of 1000 feet, and its elevated edge from thence northerly through the townships of Euphrasia, Sydenham, and Keppel, and along the eastern side of the Indian Peninsula to Cabot's Head, is found to attain elevations

gradually diminishing as we proceed northward, from 800 to about 300 feet." "It is distinctly traced as a continuation of the Flam- boro' heights through the Townships of Esquesing, Caledon, Mono and Mulmur. Throughout its entire length from Mulmur to Owen Sound and Cabot's Head, it presents a rugged outline, being indented by deep narrow bays, forming the valley-beds of various streams on the one hand, or arms of the Georgian Bay on the other; of these streams we may enumerate *several branches of the Nottawasaga in Mono*, Mulmur and Melancton, the Beaver River in Euphrasia, and the Big-Head River in St. Vincent, until we arrive at Owen Sound, where the indentations assume the character of navigable inlets of the Lake, and as such, Owen Sound, Colpoy's Bay, and Melville Sound, are capacious sheltered anchorages of no small value." Again at page 48 it is stated that, "while all this is admitted, it may be urged by those who are fully aware of the advantages the Northern Railway has bestowed on Toronto, and who are deeply interested in its success, that the proposed new line will be a rival to the one terminating at Collingwood; but I think a little reflection will show that such an opinion need not be entertained. Certainly the way-business of the one cannot in the slightest degree be interfered with by the other, seeing that they will be situated about 40 or 50 miles apart, besides being separated by an *imposing physical barrier*, stretching midway through the country." If these remarks are correct, then as a matter of course insuperable obstacles would be interposed between Owen Sound and Toronto; and the advantages of the Central Route over the North West Route would exist only on paper. Fortunately, such is not the case, one of "*the several branches of the Nottawasaga River in Mono*," affords the necessary gap for a Railway between the Highlands of Caledon on the South-west, and the Blue Mountains on the North-west. With even the "1000 feet summit to overcome," (an imaginary elevation) the Central Route would not be in a worse position than the North-west Route, and a saving of 32 miles in point of distance would still be gained by the construction of the Central in preference to the North-west Route. The insuperable obstacles to the Central Route will be found to exist only in the

Guelph rival interest, and if your Council, in conjunction with the County Council of Grey, can only succeed in overcoming this difficulty, the construction of the Toronto and Owen Sound Central Railway will soon become a matter of fact. In page 49, it is stated that, "*These Western lines will all bring traffic into the channel of Canadian ones*, and although there may probably be a generous rivalry in the management of the latter, sufficient to induce each to put forth its best efforts to ensure economy to the several companies and accommodation to the public. I think it is very evident, in view of all the circumstances, that there need be no apprehension of want of business to the full capacity of this, as well as ultimately to all other Canadian Railways yet constructed, or seriously contemplated, and on the broad principle that the united interests of the many are stronger than the few. I think it may be fairly assumed that the establishment of several Canadian channels of commerce will, with greater certainty of success, be the means of attracting and directing *a leading American traffic across our Province, than otherwise.*" There is an apparent discrepancy between the first and last portions of the above quotation which requires explanation. I am at a loss to understand how "a leading American traffic *across* our Province" can "bring traffic in the channel of Canadian ones."

The two propositions are incompatible; the tendency of American traffic is across our Province, and unless this is counteracted, it is inevitable. The Grand Trunk Railway has been constructed for this purpose; that it will succeed in turning any considerable portion of the American traffic along the southern boundary of the Province is a matter of experiment which has not yet been satisfactorily solved. The construction of the North West Railway would certainly draw the whole of the through and way traffic *across* the Province to the United States, *via* Hamilton and the Great Western Railway. The construction of the Toronto and Owen Sound Central Railway on the contrary, would draw the traffic *along* the southern boundary of the Province, *via* Toronto and the Grand Trunk Railway.

Though this Report is much more extended than I anticipated,

the magnitude of the interests involved, the past expense of mismanagement of similar undertakings, and the probable disadvantageous results to the prosperity of Owen Sound and Toronto, demanded a careful examination of the subject, and justified a much more detailed enquiry than the limits of an ordinary communication. I have endeavoured to avoid using any arguments that could be interpreted as offensive to either local or personal feelings, consistent with the necessity of maintaining a firm position with respect to the advantages in favour of the Central Line of Railway over others as a means of communication between Owen Sound and Toronto. If I have succeeded in convincing the Deputation that they have adopted the line of Railway best calculated to subserve their interests and justify the County Council of Grey in subscribing stock to the amount of £100,000, in the Toronto and Owen Sound Central Railway—my time has been well occupied, and the information at my disposal could not have been better bestowed.

In the event of the Charter being obtained, of which there cannot be much doubt, it would be necessary to make a careful exploration of the country lying between the Summit in Albion and Owen Sound, preparatory to a preliminary survey. It would be necessary also to make a further exploration between Weston and Boulton Village along the east and west banks of the River Humber, in order to ascertain the most advantageous route. The levels which have been already taken from Toronto to the Summit in Albion will, I think, be sufficient without incurring any additional expense on this portion of the Route.

I consider sufficient information has been afforded to justify the County Council of Grey and the Town of Owen Sound in adopting the Central Route, as the Line of Railway that would best subserve their interests, whilst it would form the most important feeder to the Grand Trunk Railway that could be constructed in the Province; and I think on careful reflection, that the County Council of Bruce, whose interests ought to be identical with yours in every respect, will be induced to follow your example and refuse

any further aid to a line of Railway which would drain the whole of the commerce of the "Great West" across the Province to the United States.

I have the honour to remain,
Your obedient servant,

KIVAS TULLY,
Civil Engineer.

RICHARD CARNEY, Esq.,
Mayor of Owen Sound.

S U P P L E M E N T .

Letter to James Beachell, Esq., Ex-Warden of the County of Grey, and Contractor on the Grand Trunk Railway, with reference to the practicability of the Central Route, from Albion to Owen Sound:—

TORONTO, April 6th, 1857.

SIR,—As you are personally acquainted with the Line of the proposed Central Route, to connect Owen Sound with Toronto by Railway, particularly with that portion between the summit in Albion and Orangeville, I would feel obliged by your informing me of your opinion on the subject, with a view to its publication, as some doubt appears to exist with respect to the practicability of a direct route between the two points above named.

Any further information generally you would wish to convey with respect to the proposed route I would be glad to avail myself of, for the information of the Deputation from Owen Sound and the County of Grey.

I have the honor to remain,
Your obedient servant,

KIVAS TULLY.

JAMES BEACHELL, Esq.,
Ex-Warden, County of Grey.

TORONTO, April 7th, 1857.

SIR,—In reply to your letter of yesterday's date, the 6th instant, asking my opinion, as to the practicability of a direct railway route, between Toronto and Owen Sound, you particularly refer to the Humber Valley route.

“From my personal knowledge of the locality from the Northern part of the Township of Albion, to Orangeville, as well as the Townships north-west of the last named place to Owen Sound.”

In answer I beg to state, no engineering difficulties exist from the summit in Albion, to Orangeville. I am of opinion a favourable line could be found for a Railway by following the Valley of the Humber into the south-west corner of the Township of Adjala, into that of Mono, thence following the valley across the southern end of the Township of Mono, a short distance to the north of Orangeville, at which point you obtain the plateau of the several Townships, to be traversed by your intended line of rail to Owen Sound.

By traversing the Valley of the Humber, from Bolton Village to Orangeville, you extend your distance of mileage, but this is again met by keeping under the maximum grade, which is a consideration in the working department of a Railway.

Orangeville once obtained, I have no hesitation in stating that one of the most favourable sections for the construction of a Railway is to be found from this point to Owen Sound, as the several rivers to be traversed are such as not to entail a great outlay in building.

Great advantages, by adopting this route, are to be found, on account of abundance of suitable materials for constructing a Railway lying contiguous to the proposed route.

Permit me to state that I have no doubt a route could be obtained to reach the summit at Orangeville, by diverging from the Grand Trunk Railway at Brampton, thence to the Township of Caledon, west of Hurontario Street, or what is commonly called Centre Road, up the Valley of the Credit. Some engineering difficulties may be encountered on this route, which might entail a higher maximum grade, but it must be borne in mind that the route by the Valley of the Credit is considerably shorter than the Humber Valley route to Orangeville.

I have the honour to be,

Your obedient servant,

JAMES BEACHELL.

KIVAS TULLY, Esq.,
Civil Engineer.

STATISTICAL STATEMENT ON THE PROPOSED CENTRAL LINE OF RAILWAY FROM
TORONTO TO OWEN SOUND.

COUNTY OF GRAY.

No.	TOWNSHIP.	PROPORTION.	NO. ACRES.	ASSESSED VALUE.	POPULATION.	REMARKS.	SAW MILLS.	GRIST MILLS.
1	Sydenham.....	The whole.	79,000	190,000	2,200	Exclusive of Owen Sound.	3	2
2	Derby.....	"	40,000	33,000	1,600	Population estimated.	3	2
3	St. Vincent.....	"	65,000	70,000	1,600	"	7	3
4	Euphrasia.....	"	72,000	35,000	1,600	"	1	1
5	Artemesia.....	"	70,000	35,000	2,000	"	3	1
6	Sullivan.....	"	74,000	30,000	1,600	"	2	1
7	Holland.....	"	77,347	50,000	1,800	"	3	1
8	Glencol.....	"	68,959	55,000	2,100	"	1	1
9	Egremont.....	"	76,292	40,000	2,000	"	2	1
10	Proton.....	"	76,800	25,000	800	"		
11	Melancthan.....	"	76,800	30,000	1,200	"	3	1
12	Osprey.....	Two-thirds.	46,666	20,000	1,000	"		
13	Berwick.....	"	51,108	40,000	1,600	"	1	1
14	Northern Penins-ula.....	One-third.	46,666	20,000	700	Not ascertained.	1	1

COUNTY OF WELLINGTON.

No.	TOWNSHIP.	PROPORTION.	NO. ACRES.	ASSESSED VALUE.	POPULATION.	REMARKS.	SAW MILLS.	GRIST MILLS.
1	Amaranth.....	The whole.	63,200	30,000	1,400	Population estimated.	2	1
2	Luther.....	One-half.	45,000	10,000	400	"	1	1
3	Garafaxa.....	One-third.	31,333	20,000	1,000	"	2	1
4	Arthur.....	"	21,981	15,000	800	"	1	1

COUNTY OF SIMCOE.

1	Monro.....	The whole.	70,400	62,512	1,800	One Fulling Mill.	1	1
2	Adjala.....	"	46,200	67,158	1,600	"	2	2
3	Mulmur.....	Two-thirds.	46,934	24,630	800	"	1	1
4	Tecumseth.....	One-half.	33,600	84,126	1,500	"	5	1

COUNTY OF PEEL.

1	Albion.....	The whole.	56,217	290,535	4,000	Estimated population exclusive of Towns, &c.	5	2
2	Caledon.....	One-half.	33,724	106,173	2,000	"	2	1
3	Toronto Gore.....	One-third.	6,275	54,878	1,000	"	1	1
4	Chinguacousy.....	"	26,773	217,070	3,000	"	2	1

COUNTY OF YORK

COUNTY OF YORK.

No.	TOWNSHIP.	PROPORTION.	No. ACRES.	ASSESSED VALUE.	POPULATION.	REMARKS.	SAW MILLS.	GRIST MILLS.
1	King	One-third.	27,462	183,297	2,000		2	1
2	Vaughan.....	" "	23,113	192,354	2,000		3	1
3	York.....	One-eighth.	8,000	80,661	1,500		2	1
4	Etobicoke	" "	3,544	35,378	500		2	

CITIES, TOWNS, AND VILLAGES, INTERESTED.

1	The City of Toronto.....	The whole.	7,500	7,900,000	50,000	Not included in Total.		
2	Town of Owen Sound.....	" "	5,000	200,000	2,300	1 Pulling-mill, 1 Factory.	2	2
3	Durham Village.....	" "			1,000	" "	2	2
4	Orangeville ..	" "			1,000	" "	3	3
5	Halton ..	" "			400	" "	3	3
6	Mono Mills ..	" "			400	" "	2	1
7	Kenansville ..	" "			300	" "	1	1
8	Bolton ..	" "			1,000	1 Fulling-mill, 1 Factory.	1	1
9	Sandhill ..	" "			200	" "	2	
10	Klineberg ..	" "			500	1 Factory.	1	1
11	Tullamore ..	" "			300	" "		
12	Pine Grove ..	" "			600	1 Full.,-mill, 1 Wol. Fac.	1	1
13	Burwick ..	" "			500	" "		
14	Brownsville ..	" "			200	1 Factory.....	2	1
15	St. Andrews ..	" "			200	" "		
16	Clairville ..	" "			400	1 Factory.....	1	1
	Total.....		1,469,404	2,253,772	56,400		82	47

N. B.—The Statistics for the Counties of Grey, Wellington and Simcoe, have been compiled from the Canadian Almanac for 1857, and for the Counties of York and Peel, from the minutes of the proceedings of the United Counties Council for 1857.

With respect to the assessed value of land in the Counties of Grey, Wellington, and Simcoe, the general impression is, that it has been estimated too low by the Assessors, and that at least cent per cent should be added. The following extract from the second Report of the Committee on Finance and Assessment to the United Counties Council of York and Peel, justifies the above assertion :—
 “The whole of the rateable property, real and personal in the United Counties, as assessed for 1855, is £5,183,660. If that amount were rather more than doubled, say in round numbers £10,500,000, it would be a nearer approximation to its value ; consequently when £5,000 will cover the current annual expenses of the Counties, the amount assessed by the Council within the year, has barely exceeded that sum, the rate is a fraction over one-ninth of a penny in the pound of the actual value of the rateable property held in these United Counties.”

Reliable Produce Statistics for the several Counties could not be procured for this year, as the returns have not yet been received.

EXTRACTS FROM THE ANNUAL REVIEW OF THE
COMMERCE OF CHICAGO, FOR 1856.

TOTAL RECEIPTS AND SHIPMENTS.

In the following statement we present, as far as it is possible to do so, the total receipts and shipments of the season. We can only repeat that the exhibit is at the best but a very imperfect one. This is owing to that prevailing want of system which still exists in reference to the proper classification and returns of freight moved upon our lakes, rivers and railroads. In some cases the utmost care and correctness is exercised, while in others confusion reigns supreme. From the Canal, and most of the railroads, perfect and reliable statistics are obtainable. But through the Custom House, except in the case of a few of the principal articles, it is quite impossible to arrive at anything like exactness. While the Custom House entries are thus open to complaint, we do not wish to be understood that the Custom House at Chicago is specially censurable. On the other hand, we believe that more than usual pains are here taken to secure the correct entry and clearance of produce, goods and merchandise. It is the system which can alone be complained of, and that upon the whole chain of lakes, from Buffalo to Chicago, is seriously defective.

STATEMENT

Showing the comparative Total Receipts and Shipments by Lake, Canal and Railroads, for 1856.

Descriptions.	RECEIPTS.			
	Lake.	Canal.	Railroads.	Total.
Agricultural Implements, lbs...	1,600,000	5,650	.....	1,605,650
Agricultural Products.....	.....	.....	2,968,596	2,968,596
Ale and Beer, bbls.....	21,235	.....	532	21,767
Apples, barrels.....	3,315	.....	73,860	77,175
Bark, cords.....	2,918	.....	.....	2,918
Barley, bushels.....	25,502	634	72,321	98,457
Barrels, No.....	21,759	342	.....	25,101
Beans, bushels.....	.....	76	3,243	3,319
Beef, barrels.....	.....	.....	220	220
Bran, lbs.....	.....	361,968	6,071,277	6,433,240
Brick, No.....	22,798,068	929,999	3,105,153	26,833,230
Broom Corn, lbs.....	.....	292,965	.....	292,965
Buggies and Waggon.....	558,400	20,660	.....	579,060
Butter, lbs.....	96,900	34,554	2,537,484	2,668,938
Candles.....	24,200	16,375	.....	40,575
Cheese.....	107,860	4,493	1,521,599	1,633,855
Coal, tons.....	83,721	3,899	5,430	93,020
Coffee, lbs.....	60,640	35,973	.....	96,613
Corn, bushels.....	.....	5,377,825	6,310,573	11,688,398
Dried Fruit.....	462,880	150	3,895,161	4,358,111
Fish, bbls.....	15,688	27	.....	15,715
Flour.....	4,781	10,597	309,543	324,921
Furniture, lbs.....	.....	43,247	13,923,201	13,666,448
Furs.....	5,000	288	19,601	24,889
Grass Seeds.....	96,000	520,023	2,227,179	2,843,202

<i>Descriptions.</i>	<i>Lake.</i>	<i>Canal.</i>	<i>Railroads.</i>	<i>Total.</i>
Grindstones, lbs.....	3,633	.....	.....	3,633
Hams and Bacon, lbs.....	21,900	1,754,803	30,433	1,807,136
Hay, tons.....	5	226	.....	231
Hemp, lbs.....	.....	50,503	.....	50,503
Hides.....	17,280	143,996	3,366,716	3,527,992
H. Wines, bbls.....	735	1,659	27,612	30,006
Iron, bars and bundles.....	38,839	.....	.....	38,839
Iron and Nails, tons.....	11,258	4	3,946	15,208
Lard, lbs.....	.....	797,827	21,000	821,827
Lath, No.....	78,501,000	.....	934,120	79,435,120
Lead, pig.....	.....	1,250	6,626,256	6,627,506
Lead, pipe.....	398,000	300	.....	398,300
Leather, lbs.....	721,000	4,723	861,128	1,586,851
Lime, bbls.....	866	46	1,264	2,176
Lumber, feet.....	441,961,900	11,938	14,699,331	456,673,169
Machinery.....	.....	35,800	337,301	373,101
Meal.....	.....	11,760	19,095	30,855
Merchandize, packages.....	302,968	.....	.....	302,968
Merchandize, tons.....	76,263	60	72,196	148,519
Milk, gals.....	.....	.....	208,636	208,636
Molasses, lbs.....	73,200	1,146,225	753,600	1,969,425
Oats, bushels.....	.....	671,040	1,148,857	1,819,897
Oil, barrels.....	479	441	.....	920
Pickets, No.....	214,871	.....	.....	214,871
Pig Iron, tons.....	9,236	327	727	10,290
Plaster, bbls.....	10,616	.....	318	10,934
Pork, bbls.....	1,583	5,435	6,280	13,298
Pork in hog, No.....	.....	.....	119,110	119,110
Pork in do., lbs.....	.....	.....	27,753,081	27,753,081
Posts, No.....	590,251	.....	.....	590,251
Potatoes, bushels.....	22,373	1,710	193,487	217,570
Provisions, lbs.....	.....	167,938	8,348,389	8,516,327
Rags.....	19,800	8,552	.....	28,352
Railroad Iron, tons.....	51,149	.....	.....	51,149
Railroad Furnishing.....	296	.....	.....	296
Rye, bushels.....	.....	5,681	36,026	41,707
Salt, bbls.....	175,646	.....	41	175,687
Salt, sacks, lbs.....	2,421,323	22,800	.....	2,444,123
Sand.....	.....	4,089,100	.....	4,089,100
Shingles, No.....	134,225,000	.....	1,651,000	135,876,000
S. Bolts, cds.....	5,270	.....	.....	5,270
Shot, lbs.....	.....	13,200	.....	13,200
Soup.....	127,140	138,954	.....	266,094
Staves.....	6,855,800	.....	4,385,549	11,241,349
Stone, tons.....	2,934	207,572	16	210,522
Stoves and Hardware.....	5,272	.....	279	5,551
Sugar, pounds.....	376,700	1,174,885	2,921,900	4,473,485
Tallow.....	.....	33,757	.....	33,757
Tar, &c., barrels.....	226	28	.....	254
Ties, number.....	25,304	.....	.....	25,304
Timber, feet.....	2,088,791	51,054	.....	2,139,845
Tobacco, pounds.....	.....	101,877	.....	101,877
Water Lime, barrels.....	11,589	6,477	1,655	19,721
Wheat, bushels.....	837	830,326	7,737,197	8,568,360
White Lead, pounds.....	581,200	167,538	668,738
Wood, cords.....	61,631	22,707	4,228	88,566
Wool, lbs.....	8,400	42,372	1,803,148	1,853,920

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<i>Total.</i>	<i>Descriptions.</i>	<i>Lake.</i>	<i>Canal.</i>	<i>Railroads.</i>	<i>Total.</i>
3,633	Other articles, pieces.....	401,013	207	401,220
307,136	“ “ tons.....	17,009	171	10,703	27,883
231	Cattle, number.....	.....	.....	21,950	21,950
50,503	Horses.....	636	.....	14,204	14,840
527,992	Hogs.....	.....	.....	174,515	174,515
30,006	Sheep.....	.....	.....	19,521	19,521
38,839					
15,208					
321,827					
135,120					
327,506					
398,300					
586,851					
2,176					
373,169					
373,101					
30,855					
302,968					
148,519					
208,636					
169,425					
319,897					
920					
14,871					
10,290					
10,934					
13,298					
19,110					
53,081					
90,251					
17,570					
16,327					
28,352					
51,149					
296					
41,707					
75,687					
44,123					
89,100					
70,000					
5,270					
13,200					
66,094					
41,849					
10,522					
5,551					
73,485					
33,757					
254					
25,301					
39,845					
01,877					
19,721					
68,860					
33,738					
88,566					
53,920					

SHIPMENTS.

<i>Descriptions.</i>	<i>Lake.</i>	<i>Canal.</i>	<i>Railroads.</i>	<i>Total.</i>
Agricultural Imports, pounds...	467,900	688,435	.....	1,155,335
Agricultural Products.....	.....	.....	2,748,654	2,748,654
Alc and Beer, barrels.....	77	13	217	297
Apples.....	1,454	.....	5,154	6,608
Ashes, pounds.....	.....	.....	66,717	66,717
Bark.....	.....	1,146,088	.....	1,146,088
Barley, bushels.....	230	1,056	17,765	19,051
Barrels, number.....	590	3,956	.....	4,546
Beef, barrels.....	23,464	89	241	23,794
Beans, bushels.....	.....	.....	296	296
Bran, pounds.....	230,300	4,500	7,045	241,845
Brick, number.....	69,500	952,476	657,649	1,679,616
Broom Corn, bales.....	388,400	.....	.....	388,400
Buggies and Waggons, pounds...	35,000	93,886	.....	128,886
Butter.....	249,850	.....	48,398	298,248
Cheese.....	49,880	500	167,497	217,877
Coal, tons.....	367	291	16,593	16,161
Coffee, pounds.....	23,520	950	.....	24,470
Corn, bushels.....	11,079,490	2,500	47,678	11,129,668
Cranberries, pounds.....	.....	.....	29,683	29,683
Doors and Sash, pounds.....	.....	56,055	.....	56,055
Dried Fruit.....	.....	19,420	64,411	83,831
Eggs, dozens.....	4,560	.....	.....	4,560
Fish, barrels.....	296	132	.....	337
Flour.....	169,516	314	46,529	216,389
Furniture, lbs.....	.....	106,574	763,818	870,392
Furs.....	312,000	.....	358,448	670,448
Grass Seeds.....	469,590	.....	2,354,259	2,823,759
Grind Stones, tons.....	22	61	8	91
Hams and Bacon, lbs.....	12,227,400	.....	1,397,492	13,624,892
Hay, tons.....	562	126	.....	688
Hemp, lbs.....	101,200	.....	.....	101,200
Hides, lbs.....	8,197,800	100	1,192,411	9,390,211
Highwines, bbls.....	2,200	131	3,935	6,266
Iron and Nails, tons.....	566	251	10,983	11,800
Lard, lbs.....	3,908,700	.....	.....	3,908,700
Lath, No.....	4,500	11,847,210	17,487,637	29,339,847
Lead, Pig, lbs.....	3,980,720	.....	293,746	4,274,466
Lead pipe.....	2,396,500	.....	.....	2,396,500
Leather.....	87,500	.....	47,917	135,417
Lime, bbls.....	200	3,990	7,068	11,258
Lumber, ft.....	17,800	73,633,990	169,735,742	243,387,732
Machinery, lbs.....	.....	78,633	2,101,310	2,179,943
Meal, lbs.....	5,768,200	.....	1,445	5,769,645
Mdse. pcks.....	17,957	.....	.....	17,957
Mdse. tons.....	13,353	851	174,796	189,000
Molasses, lbs.....	910,800	.....	.....	910,800

<i>Descriptions.</i>	<i>Lake.</i>	<i>Canal.</i>	<i>Railroads.</i>	<i>Total.</i>
Oats, bush.....	949,413	31,946	33,183	1,014,547
Oil, bbls.....	533	13	.....	546
Pig Iron, tons.....	1,681	93	787	2,575
Plaster, bbls.....	54	.....	241	295
Pork.....	46,782	11	5,311	52,104
Pork in hog. No.....	.....	.....	87,567	87,567
“ lbs.....	.....	.....	20,405,116	20,405,116
Posts, No.....	.....	28,802	452,200	481,002
Potatoes, bush.....	2,657	1,733	1,279	5,769
Provisions, lbs.....	10,500	.....	.....	10,500
Rags, lbs.....	5,696,000	.....	.....	5,696,000
R. R. Iron, tons.....	836	519	153	1,508
Rye, bush.....	378	212	.....	590
Salt, bbls.....	1,932	14,300	64,690	81,003
Salt in sacks, lbs.....	293,300	186,002	.....	479,302
Shingles, No.....	62,000	23,196,750	92,304,500	115,563,250
S. Bolts, cords.....	.....	346	.....	346
Staves, No.....	50,000	1,233,313	11,983	1,284,301
Stone, tons.....	2,681	.....	.....	2,681
Stoves and Hardware.....	.....	260	36	596
Sugar, lbs.....	1,705,500	8,173	.....	1,713,677
Tallow, lbs.....	5,077,500	.....	.....	5,077,500
Timber, ft.....	.....	39,891	.....	39,891
Water Lime, bbls.....	.....	759	4,723	5,482
Wheat, bush.....	8,114,353	4,866	218,199	8,337,420
White Lead, lbs.....	318,860	3,125	.....	321,925
Wool, lbs.....	4,500	.....	571,303	575,808
Other articles, peks.....	5,035	130	.....	5,166
“ “ tons.....	7,215	154	224	7,593
Cattle, No.....	579	.....	21,923	22,502
Horses.....	323	.....	1,669	1,992
Hogs.....	43	.....	193,930	193,973
Sheep.....	.....	.....	1,504	1,504

POPULATION OF CHICAGO.

We present the following table, showing the population of Chicago at different periods:

1840.....	4,470	1850.....	28,269
1843.....	7,580	1852.....	38,733
1845.....	12,088	1853.....	60,652
1846.....	14,169	1854.....	65,872
1847.....	16,859	1855.....	83,509
1848.....	20,035	1856.....	110,000
1849.....	23,047		

EXTENT AND RESOURCES OF THE NORTH-WEST TRADE WITH
CANADA, &c.

Remarks of Wm. Bross, Esq., at the Great Railway Celebration at Montreal, Wednesday, Nov. 12th, 1856, in response to the toast "The City of Chicago" as reported in the *Montreal Gazette*, Nov. 13:

WM. BROSS, Esq., Editor of the *Chicago Democratic Press*, responded. He thanked the last speaker for the flattering mention that had been made of Chicago, and said: This is eminently, Sir, a practical age. And while this is true, it is not wanting in those elements which appeal to and arouse the nobler and more generous emotions of the soul. The facts and the figures, which represent the onward progress of our Christian civilization, so far from being dry and uninteresting, are themselves eloquent and absorbing, and even the most exalted genius has not disdained to embody them in our literature, and to celebrate their benign influence upon the happiness of mankind in the magic numbers of poetry. Next to Christianity itself, commerce has the most direct and powerful influence to bind together, in a community of interest and feeling, all the families of our race, and to cultivate those kindlier sympathies which teach man to recognize a brother in his fellow-man in whatever land or clime he may be found.

This celebration is intended to honor the opening of another great thoroughfare from the teeming prairies of the West to the Atlantic seaboard. While others have enjoyed the pleasing task of dwelling on the social themes suggested by this event, and believing as I do in the eloquence of facts and figures, will you permit me, Sir, to notice its great commercial importance. Canadian enterprise was never more wisely employed than when it devoted its energies to complete another highway from the Mississippi to Montreal and Quebec, and to Portland in Maine, the most eastern, as she certainly is one of the fairest stars in our glorious galaxy of States. Permit me, in this connection, to notice briefly the extent and rapidity of settlement, and the resources of the magnificent country of which Chicago is the commercial centre, and which you have bound to your city by iron bands by the completion of the Grand Trunk Railway. Let any one study carefully the map of the North-west, and he will find within the bounds of the United States, lying between Lake Michigan and the Rocky Mountains, and within the reach of the trade of the lakes south, say the latitude of Alton, 700,000 square miles of territory—enough to form fourteen states as large as Ohio. It is very easy to repeat these figures, but let us make some comparisons in order that we may form some just and definite conception of their magnitude. All the States east of the Mississippi, except Wisconsin, Illinois and Florida, contain only about 700,000 square miles. Again, England, Ireland, Wales and Scotland, constituting the British Empire, leading as her position is in civilization, wealth and power of the world, contain only 115,000 square miles, and yet they have a population of 26,000,000. Turkey, Austria and France contain in the aggregate 361,000 square miles, and sustain a population of 84,000,000.

The climate of the region under consideration is exactly fitted to produce a hardy and enterprising people. Its mineral deposits of iron, lead, copper and coal, are unsurpassed in extent and richness, and unbroken by mountains, its agricultural resources are exhaustless and truly amazing. It is said by competent authority that every acre will maintain its man; but giving ten to each, within the next half dozen centuries, if peace and prosperity crown the land, it is destined to contain 450,000,000 of people. Such is the vast and magnificent country with which you have become socially and commercially connected at all times and in all seasons by the Grand Trunk, the Great Western, and the Michigan Central Railways.

The rapidity with which the borders of this immense region—for at least five-sevenths of it is still the home of the panther, the buffalo and the savage—is one of the most astonishing wonders of the age. Within half the lifetime of many who hear me, there were not ten thousand white inhabitants in all this territory; their

total.

14,547
546
2,575
295
52,104
87,567
95,116
81,002
8,769
10,500
96,900
1,508
590
81,003
79,302
63,250
546
84,301
2,681
596
13,677
77,500
39,891
5,482
37,420
21,926
75,808
5,166
7,593
22,502
1,992
93,973
1,504

different

28,269
38,733
60,652
65,872
83,509
110,000

number now will range from one-and-a-half to two millions. Twenty years ago Chicago was a small town at the southern end of Lake Michigan, and at night the howl of the prairie wolf might be heard from all its dwellings; now it is a city of more than a hundred thousand inhabitants. Twenty years ago Chicago imported nearly all her pork, beef and flour; this year she will export 20,000,000 bushels of grain, and her beef, both in quantity and quality, leads the markets of the world. Five years ago the State of Illinois had completed 95 miles of railways; now she has more than 2,400. At that time there was but one railway, forty miles long, entering Chicago; there are now ten trunk and a great number of branch lines, and counting in most cases but a single State beyond our own, there are now more than three thousand miles of railway centering in the city, and on these more than a hundred trains of cars arrive and depart daily. The earnings of these roads last year reached the enormous sum of \$13,300,000, and this year they will amount to from 17 to 20,000,000 of dollars. What is a matter of special pride is that some of these lines are among the best paying roads in the Union. But the country is increasing, if possible, much faster than Chicago, its commercial metropolis. Only some seven or eight years ago, Minnesota was organized into a territory, and her white inhabitants were told by a few hundreds: now she has at least 130,000, and will knock at the door of Congress at the next session for admission as a sovereign State.

But, Sir, it may be interesting to you to know what the extent of the trade between the ports of Canada and Chicago is. And here let me acknowledge my indebtedness for these figures to J. Edward Wilkins, Esq., the very able and excellent Consul of Her Britannic Majesty at Chicago:

IMPORTS.

	Vessels.	Tons.				
1854.....	5	1,193	£ 5,178	2	6	\$ 24,855
1855.....	77	16,617	28,856	6	8	138,520
1856, to Nov. 1.....	95	22,664	40,892	8	4	194,843

EXPORTS.

	Vessels.	Tons.				
1854.....	6	1,482	£ 16,429	7	6	\$ 79,101
1855.....	61	13,010	173,922	1	8	834,826
1856, to Nov. 1.....	97	23,377	174,838	5	9	829,223

These figures, it should be borne in mind, represent the trade in British vessels alone. The exports from Chicago to Canadian ports are much larger than the figures here given, as produce is shipped largely by the Collingwood and the Michigan Central lines, by Ogdensburgh, and by independent American vessels. The total amount of sales this year at Chicago to Canadian merchants is estimated by Mr. Wilkins at about \$2,500,000. This large trade has sprung up mainly within the last two years, and owes its success to the enlightened statesmanship of those who framed and secured the passage of the reciprocity treaty. But, sir, we of Chicago, hope that this trade is but in its infancy. The Creator when he formed the great Lakes and the St. Lawrence, intended that the commerce of the mighty and teeming West should be borne on their broad bosom to the ocean; and I think, Sir, it requires no great amount of geographical and philosophical sagacity to discover that while Chicago is to be the great central commercial city of the North American continent, Montreal is to be one of the great commercial emporiums of the seaboard. That is virtually your position. It needs but the enlarging of the Welland Canal and the construction of another great work, the Georgian Bay and Ontario Ship Canal, to secure for Montreal this proud position beyond a peradventure. We have an earnest of what can be done. Only a few weeks ago the

Dean Richmond was loaded at Chicago and Milwaukee, passed out through your magnificent river and canals, and landed her cargo of wheat on the docks of Liverpool. This, sir, I regard as one of the greatest triumphs of commercial enterprise. But let not the merchants of Montreal fear that, if the Georgian Bay Canal be built, and the Welland enlarged, the rich trade of the West will go by her. So far from that, it will make one of its chief depots here. Lines of propellers will bring the produce of the West here, and from them it will be transhipped in Ocean-going steamers. May we not hope, Sir, that Montreal merchants will give us such a line next year on the opening of navigation? Let it be understood that Chicago merchants can import speedily and surely, goods from Europe by this line, and our word for it, it will not be three years before Montreal will secure the lion's share of the trade of the West. I am well aware, Sir, that these remarks may be condemned, and perchance excite the ridicule of my friends on the other side of the line. The far-seeing sagacity of DeWitt Clinton planned, and New York enterprise built the Erie Canal, thus securing for a time for the great American metropolis the vast trade of the mighty West. But, Sir, there is enough for them and for you. Commerce knows no national lines. Protect her, and she blesses alike the loyal subjects of the British Queen and those who recline proudly beneath the Stars and Stripes of our own glorious Union. Aye, Sir, she has bound us, and may she continue to bind us together in a community of interest and feeling, and accursed be the hand that would sever these bonds, so productive of everything that promotes the onward progress of Christian civilization. I give you, Sir, in conclusion—

“Montreal and Chicago—England, Canada, and the American Union; in all efforts to promote the arts of peace, and to secure the advancement of our race in intelligence and Christian civilization, may they be ‘NOW AND FOREVER, ONE AND INSEPERABLE.’”

EXTRACTS FROM THE ANNUAL REPORT OF THE COMMERCE, &c., OF
THE CITY OF MILWAUKEE, FOR 1856.

POPULATION.

The growth of Milwaukee, in its population, has never been exceeded by that of any town on the continent. This increase has not been spasmodic or forced, but has followed the growth of the country tributary to it. At no time in the history of the city has there been manifest a more healthful growth than for the year 1856, and so far as we can judge of the future by the circumstances that tend to the increase of population—such as enlarged trade and manufactures—there will be no material abatement in the per centage of increase for years to come.

Below we give a table, showing the growth of population for a period of years:

1838.....	700	1850.....	20,000
1840.....	1,751	1853.....	25,100
1842.....	2,700	1855.....	32,000
1846.....	9,655	1857.....	45,000
1847.....	14,061	1860 estimated..	60,000

It would be an unpardonable omission should we overlook the departure from this port of the schooner *Dean Richmond*, with a cargo of Milwaukee club wheat, for Liverpool, England. This important event took place on the 21st of July, 1856, amid one of the most pleasant demonstrations on the part of the mercantile community ever made in the city. The *Richmond* was loaded at the warehouse of H. & J. F. Hill, on the Milwaukee river, with a cargo of selected club wheat. She was

owned by C. Y. Richmond and Capt. Pierce, and the cargo sent out by C. J. Kershaw of Montreal. She registered 377 tons, and took 14,000 bushels. She arrived at Liverpool on the 29th of September, cargo and vessel in excellent condition. Thus was initiated what will eventually grow into vast importance—direct trade with Europe, via the St. Lawrence and the Great Lakes.

During the past year, the American and Western Transportation Companies have run daily lines of propellers between this port and the port of Buffalo, on Lake Erie, and are ready to supply the wants of the freight traffic with every carrying facility necessary for the expeditious transaction of business.

During the past year our trade with Oswego, on Lake Ontario, has more than doubled. Of the three million bushels of wheat shipped from this port, one-third has found its way to Oswego. This is in part explained by the presence in our market of merchants connected with Oswego houses and mills, and by prevailing dullness of the Buffalo market for the past year. We have not been able to ascertain the amount of wheat and other produce sold in New York and Boston on Milwaukee account, but do not estimate it at any considerable proportion of the whole shipment.

Our trade with Canada has largely increased the past year. A good share of the export of flour and pork having gone to Canadian markets.

A notable feature in the export of flour, is the shipment of a quantity via Montreal and the Grand Trunk Railway to the interior of the State of Maine; and we make no doubt that in future the amount of breadstuffs sent by this route into Vermont, New Hampshire and Maine, will increase with rapidity.

The revenue collected at the Port of Milwaukee during the year		
1856, up to December 18th, amounts to.....		\$205,992 40
Value of Merchandise entered during same period.....	\$895,848 00	
Duty.....		268,126 30
Value of goods remaining in warehouse on Dec. 31,		
1855.....	161,064 00	
Duty.....		49,931 10
		<hr/>
	\$1,056,912 00	\$318,057 40
Deduct value withdrawn and duty paid.....	636,806 00	305,992 40
Value of merchandise remaining in Warehouse, Dec. 18,		
1856	\$420,106 00	\$112,065 00

COMPARATIVE DUTIES.

Amount of Duties collected during the years 1855 and 1856.

January	\$11,259 90	\$11,220 30
February.....	11,702 60	22,845 30
March.....	5,765 50	585 70
April	918 00	6,432 50
May.....	20,687 40	5,467 80
June.....	13,025 30	6,534 00
July	19,221 90	19,507 60
August.....	9,138 70	19,056 80
September	12,645 30	16,701 90
October	16,203 20	21,661 40
November	27,093 00	38,588 70
December	25,467 60	87,390 60
	<hr/>	<hr/>
Total.....	\$172,130 00	\$205,992 60

ARTICLES IMPORTED AT THE PORT OF MILWAUKEE, FOR THE
YEAR 1856.

Lumber, joists, &c., feet.....	84,000,000	Tea, chests.....	21,519
Lath, pieces.....	18,382,000	Raisins, boxes.....	16,317
Shingles.....	21,000,000	Candles, boxes.....	22,503
Shingle Bolts, cords.....	7,249	Glass, boxes.....	46,720
Wood, cords.....	2,000	Nails, kegs.....	117,720
Bark, cords.....	3,628	Axes, boxes.....	7,120
Square timber, feet.....	339,000	Candy, boxes.....	16,572
Railroad Iron, tons.....	19,846	Starch, boxes.....	14,000
Coal, tons.....	20,000	Rice, tierces.....	2,000
Horses, number.....	5,000	Tobacco, pounds.....	2,952,000
Salt, barrels.....	94,277	Soap, boxes.....	33,473
Salt, sacks.....	180,000	Oil, barrels.....	9,000
Plaster, barrels.....	8,800	Saleratus, boxes.....	13,153
Oats, bushels.....	150,000	White lead, kegs.....	48,000
Corn, bushels.....	250,000	Cheese, pounds.....	1,374,000
Barley, bushels.....	10,000	Steel, tons.....	210
Potatoes, bushels.....	20,000	Bar Iron, tons.....	6,539
Sugar, hhd's.....	9,072	Cider and Vinegar, barrels..	5,201
Sugar, barrels.....	38,508	Alcohol, barrels.....	10,000
Molasses and Syrup, bbl's....	18,243	Oranges, boxes.....	14,790
Codfish, boxes.....	7,107	Lemons, boxes.....	27,300
Coffee, bags.....	28,440	Prunes, pounds.....	200,000
Mackerel, barrels.....	4,266	Spices, pounds.....	240,000
Dried Apples, bushels.....	105,675	Nuts, pounds.....	600,000
Dried Peaches, bushels.....	14,582	Pipes, boxes.....	10,000
Apples, barrels.....	33,790	Wooden Ware, doz.....	25,000

COMPARATIVE VALUE OF IMPORTS.

Total, 1854.....	\$11,124,000
Total, 1855.....	18,649,832
Total, 1856.....	27,974,748

ARTICLES EXPORTED FROM THE PORT OF MILWAUKEE DURING
THE YEAR 1856.

Wheat, bushels.....	3,097,000	Beer, barrels.....	12,000
Oats, bushels.....	14,000	White Fish, barrels.....	500
Barley, bushels.....	20,400	Hams, tierces.....	580
Malt, bushels.....	32,250	Bacon, boxes.....	900
Grass seed, bushels.....	10,300	Soap, boxes.....	3,100
Cranberries, bushels.....	1,464	Fish, boxes.....	1,700
Flour, barrels.....	213,451	Packing barrels.....	12,700
Pork, barrels.....	12,000	Ashes, casks.....	260
Beef, barrels.....	5,200	Hides, No.....	25,550
Vinegar, barrels.....	546	Pelts, No.....	26,305
Lime, barrels.....	5,900	Wool, lbs.....	850,000
Lard, barrels.....	2,800	Brick, No.....	560,000
Beans, barrels.....	220	Broom Corn, bales.....	1,500
Whiskey, barrels.....	8,000	Hops, bales.....	500
Pens, barrels.....	40	Pig Iron, tons.....	200
Tallow, barrels.....	50	Ship Knees.....	300
Provisions, barrels.....	2,000	Staves.....	800,000
Corn Meal, barrels.....	500		

COMPARATIVE VALUE OF EXPORTS.

1854.....	\$7,709,571
1855.....	17,329,531
1856.....	20,274,300

REVIEW OF THE TRADE AND COMMERCE OF OSWEGO, FOR 1856.

We place before our readers to-day the following review of the Commerce of Oswego for the year 1856. We have spared no pains to make our statistics reliable, and trust that they will be found mainly correct.

We have been unable to procure the amount of freight transported over the Oswego Railroad, an important item so far as the shipment of Flour and other leading articles are concerned. In our tables showing the imports and exports by Canal and Lake, we have omitted to give valuations, as prices of some of the leading articles vary year by year, and therefore would be no criterion of increase or decrease in trade. A number of vessels have been built at this port during the season, the statistics of which we have not obtained. Other items bearing upon the trade of the place could be added to our review.

The year recently closed has been one of general and substantial prosperity to the city. Situated at the foot of lakes stretching to the northward and westward for many hundreds of miles, and bordered by a number of prosperous States, and being the principal route for the Canadian trade, Oswego possesses advantages greatly superior to those of any inland city. She now ranks as one of the most important commercial points on the lakes, and is fairly entitled to this proud eminence. That her prosperity is mainly owing to the wisdom of those who first conceived and executed the great work of uniting the waters of Lake Ontario with those of the Atlantic, with the construction of a Ship Canal between Lakes Erie and Ontario, and to the natural advantages of her position, no one will deny. Possessing these advantages, both for coastwise and Canadian commerce, which can never be surpassed, this port has, by rapid strides, within the last few years, attained an importance which guarantees an indefinite increase of its commercial power, until the whole territories of the British and American north-west shall have become densely populated, their fertile soil advanced to the highest state of cultivation, and their unfathomable mineral resources penetrated and developed, so far as science and enterprise may effect.

The district of Oswego has about fifty miles of coast-line from below Port Ontario to the western shore of Big Sodus, and embraces the ports of Port Ontario, Texas, Oswego, Little Sodus, and Sodus Point. None of these ports, with the exception of Oswego, can be said to be valuable in regard to the facilitation of trade and the centralization of commerce, as connected with distant portions of the country.

The port of Oswego is the nearest point on the lakes to the water, and is the cheapest and most expeditious route for the transmission of freight between Canada, the Great West, and the seaboard.

A new route between Chicago and Oswego was opened in the early part of the season of 1855, via Collingwood and Toronto, which has proved of much value to the commerce of Oswego, and to the business public in general. This route is the shortest and most expeditious between the East and the West. The increase of the travel and transportation of merchandize, &c., by this thoroughfare, since its opening, has been very large, and its advantages fully established. Efforts are being made

to build new Steamers for a daily line between Lake Michigan ports and Collingwood, in the place of tri-weekly. From Collingwood to Toronto, the connection is made by the Ontario, Simcoe and Huron Railroad, and from Toronto to Oswego a daily line of first class Steamers is established. The following table will show the time required for the transportation of freight, by this route, between the Atlantic and Chicago, when there is no unusual delay or obstruction:—

Chicago to Collingwood (48 hours).....	2 days.
Collingwood by railroad to Toronto.....	} 1 "
Daily steamers from Toronto to Oswego.....	
Oswego to New York by Canal.....	8 "
<hr/>	
Say Chicago to New York, using canal from Oswego.....	12

Goods from New York to Chicago and other Lake Michigan ports *via* Canal to Oswego require the same time. Using the Railroad in place of the Canal, the time is as follows:—

Goods by railroad from New York or Boston to Oswego, require.....	2 days
Oswego to Collingwood (steam to Toronto and railroad thence to Collingwood).....	1 "
Collingwood to Chicago.....	2 "
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Total time from New York or Boston to Chicago and other Lake Michigan ports	5 "

In case of failure to connect at places of transshipment, a day or two additional may be required, but the regular running time is as stated above.

COMPARATIVE STATEMENT OF MOST OF THE ARTICLES SHIPPED BY CANAL AT OSWEGO FOR THREE SEASONS:

	1854.	1855.	1856.
Flour, bbls.....	303,276	398,987	395,523
Pork	43,912	5,883	30,155
Beef	2,979	1,600	2,702
Ashes	1,933	5,112	946
Wheat, bush.....	1,329,885	2,698,377	5,994,209
Corn.....	2,216,123	2,498,377	3,224,219
Rye.....	41,692	222,888	308,651
Barley.....	80,760	153,265	95,381
Oats	284,100	188,757	158,272
Peas and Beans.....	54,216	39,662	70,734
Domestic spirits, gals	41,164	11,466	4,725
Bacon, lbs	1,589,546	1,628,494	4,085,642
Butter	11,048	106,766	42,956
Lard	2,622,218	984,087	1,147,128
Wool	36,852	398,259	137,227
Hides	27,314	33,087	33,087
Bran and shipstuffs.....	8,490,633	17,673,808	17,533,236
Unmanufactured tobacco.....	62,411		
Clover and grass seed.....	8,570	17,990	
Flax seed.....	27,695		
Hemp		21,717	
Hoops.....	13,240	17,990	20,913
Oil cake, &c.....	8,891,608	4,651,085	7,573,664
Leather.....	260,802	29,666	135,432
Furniture	17,609	27,820	17,340

COMPARATIVE STATEMENT OF ARTICLES—Continued.

	1854.	1855.	1856.
Bloom and bar iron.....	68,363	.....	342,537
Stone, lime and clay.....	8,784,697	5,797,894	300,637
Iron and steel.....	216,268	188,335	126,798
Bar and pig lead.....	.....	78,094	.....
Mineral coal.....	1,669,000	.....	1,472,500
Staves.....	20,178,416	12,060,076	11,395,525
Timber, cub. ft.....	350,461	4,312,000	328,158
Shingles, No.....	1,203,000	1,462,000	155,500
Lumber, ft.....	95,624,073	70,604,000	75,770,395
Sundries.....	4,850,257	8,157,633	4,120,832

COMPARATIVE STATEMENT OF IMPORTS BY CANAL FOR TWO SEASONS:

	1855.	1856.
Hides, lbs.....	85,801	72,897
Leather.....	26,999	324,837
Furniture.....	115,249	1,131,320
Pig Iron.....	3,349,944	15,188,125
Castings, &c.....	3,745,626	10,813,678
Bloom and bar iron.....	98,300	287,225
Domestic salt.....	160,214,230	195,103,300
Foreign salt.....	221,000	5,305
Sugar.....	13,285,377	21,577,177
Molasses.....	3,646,301	5,068,603
Coffee.....	1,854,481	3,820,377
Nails, spikes, &c.....	1,736,667	3,159,826
Iron and steel.....	4,490,228	12,729,189
Railroad Iron.....	63,797,507	59,319,310
Crockery, &c.....	951,588	3,144,127
Stone, lime and clay.....	16,161,898	17,604,152
Gypsum.....	6,698,600	7,300,539
Mineral coal.....	61,273,120	97,942,394
Cotton.....	59,349	.....
Hemp.....	2,210	.....
Hops.....	8,400	19,629
Bar and pig lead.....	5,181	.....
Domestic cottons.....	14,952	.....
All other merchandize.....	42,342,480	40,745,654
Bacon.....	.....	2,544
Cheese.....	.....	19,027
Lard, Tallow, &c.....	.....	15,349
Wool.....	.....	73,600
Bran and shipstuffs.....	.....	50,000
Dried fruit.....	.....	183,776
Domestic spirits, gallons.....	.....	777,008
Timber, cubic feet.....	.....	5,000
Sundries.....	4,579,407	9,101,685

EXTRACTS FROM STATISTICAL STATEMENT PREPARED BY
ALDERMAN BRUNELL,

And read at the Meeting held in the Toronto Exchange, in August, 1856, for the purpose of considering the propriety of establishing a line of Steamers on the Western Lakes, &c.

The commerce of our Western Lakes borne to the harbor of New York by the Erie Canal, created Buffalo and peopled the west; and small as the capacity of the Erie Canal is in comparison with the St. Lawrence, it is amply sufficient to tempt the bulk of the lake trade over its water when once that trade has reached Lake Erie. The benefits of that trade are thus lost to Canada. Nor does the Welland Canal do more than feebly realize for us, parallel advantages from that small proportion of the lake commerce which reaches, through it, the United States ports on Lake Ontario. Yet, (as is justly observed by Mr. Andrews in his Report to the Senate of the United States on the lake trade,) the peninsula of Canada, especially that narrow neck lying between the Georgian Bay and Lake Ontario, occupies the position of a stepping stone between the commercial States of the Atlantic and Europe, and the mineral and agricultural regions of the North-west.

Canada has, therefore, the power to command the trade between the manufacturers and their supporters to flow through her territory, and to yield her a share of the wealth and prosperity which so important a trade must create. This legitimate purpose—a purpose which every true Canadian should cherish—is only partially effected by the Welland Canal and the Great Western Railway; it is reserved for Toronto, if she is true to herself, to push it a great step in advance: in fact it is within her grasp to accomplish it, and while enriching Canada to enrich herself, and take her place among the first commercial cities of this continent; and while the coffers of the Great Western are filled to repletion by a traffic which legitimately belongs to it as the connecting link in the great central line of American railways, the people of Toronto may conduct another branch of the Western trade, to which an equal importance attaches, so as to flow by their own wharves to its natural channel, the St. Lawrence. This great object, however, is not to be accomplished by suffering the trade to pass to Lake Erie; for the moment it has passed the obstruction of St. Clair Flats, it is within the legitimate influence of the Erie Canal; and whether it goes into that channel at Buffalo or Oswego, it is equally lost to Canada. We must control it, therefore, ere it passes the Straits of Mackinaw,—and this we can do by availing ourselves of the advantages afforded by spanning the narrow isthmus from Toronto to Nottawasaga Bay. By this route, we set 600 miles of lake navigation, with 90 miles of railway, against 1200 miles of lake navigation, embracing the obstructions of the St. Clair Flats, the dangers of Lake Erie, and the delays and expenses of the Welland Canal; and this entirely surmounts the extra expense of transit over the short piece of railway; while we expedite the transit of the freight by several days, and place it in the hands of forwarders at Toronto, who will forward it to its ultimate destination, unbiassed by any other considerations than the respective advantages of the several routes which intervene between this city and the sea-board.

Nor should we be guilty of indulging in too brilliant a prospective, if we anticipated the frequent landing of vessels at our wharves direct for Europe, which would return with manufactured goods for the West. It is certain that a class of vessels much better adapted for ocean navigation than those that pass through the Welland Canal may pass from Lake Ontario to the Atlantic; and the present season is witness of more than one departure from Chicago, freighted with produce, direct for Liverpool.

The advantages occupied by Toronto in this contrast, is represented by the following calculation, which, being based upon the figures of a former Chief Engineer of the State of New York, and sanctioned by subsequent authorities, may be taken as an impartial statement; and I have adopted these as a better average than could be arrived at, than by taking the rates actually paid, which may from time to time,

and are too much the result of exceptional circumstances to be used in a calculation of this description:—

1. BETWEEN CHICAGO AND MONTREAL.

VIA WELLAND CANAL.

Chicago to Port Colborne, 1000 miles—lake freight, 5 mills per ton per mile	\$5 00
Welland Canal, 28 miles, at 11 mills per ton per mile, canal freight.....	0 30
Tolls on Welland Canal.....	0 66
Port Dalhousie to Montreal, 360 miles, at short lake and river rates of 6 mills per ton per mile.....	2 00
	<hr/>
	\$7 96

VIA TORONTO.

Chicago to Collingwood, 575 miles—lake freight, 5 mills per ton per mile	\$2 87
Collingwood to Toronto, 93 miles, at R. R. rates of 25 mills per ton per mile	2 32
Additional handling....	0 30
Toronto to Montreal, same as from Port Dalhousie.....	2 16
	<hr/>
	\$7 65

Showing an advantage of 31 cents per ton per mile in favor of Toronto; while, as to time, the advantages over the Welland Canal route would stand thus:—

Chicago to Port Colborne, at 10 miles per hour.....	100 h.
Welland Canal.....	36 h.
	<hr/>
	136 h.
Chicago to Collingwood at same speed.....	57 h.
Collingwood to Toronto, with transshipments	24 h.
	<hr/>
	81 h.

Showing a difference in time in favour of Toronto of 55 hours—enough in itself to turn the trade.

2. BETWEEN CHICAGO AND BOSTON.

VIA BUFFALO.

Chicago to Buffalo, 1,050 miles—lake freight, 5 mills per ton per mile...	\$5 25
Buffalo to Albany, 364 miles—Canal rates, 11 mills per ton per mile.....	4 00
Albany to Boston, 117 miles—R. R. freight, 25 mills per ton per mile.....	2 92
	<hr/>
	\$12 17

VIA TORONTO.

Chicago to Collingwood, 575 miles—lake freight, 5 mills per ton per mile	\$2 87
Collingwood to Toronto, 93 miles—R. R. freight, 25 mills per ton per mile	2 82
Toronto to Oswego, 140 miles short—lake freight per ton per mile, 7 mills	0 98
Oswego to Albany, 175 miles—Canal rates, 11 mills per ton per mile.....	1 92
Albany to Boston	2 92
Two additional transshipments.....	0 30
	<hr/>
	\$11 31

Shewing an advantage in favor of Toronto of 86 cents per ton.

The result of these comparisons is still further strengthened by the favors with which the Insurance Companies have from the first, regarded the Collingwood route, as compared with Lake Erie—a difference of $\frac{1}{4}$ per cent. having been made in favor of the former, during the past year.

ADDRESS OF THE HAMILTON BOARD OF TRADE TO THE RATE-PAYERS
OF THE CITY OF HAMILTON.

The Members of the Hamilton Board of Trade feel this to be a crisis in the fate of Hamilton, as a City, in which it is their duty to make some explanation to the holders of City Property, and others interested in the prosperity of Hamilton.

It was obvious to every intelligent observer, that a fatal blow was being struck at the City of Hamilton by the Trade of the North being diverted by the Grand Trunk to Toronto, and the trade of the South-west being drained by the Southern Road into Buffalo, and the Board of Trade have now sincere pleasure in telling the citizens, that effectual means have been taken to prevent this, and to secure to the city and Port of Hamilton, not only their present prospects, but greatly to extend our sources of prosperity.

The means and the only means to these ends, were found to be the extension of the Great Western Railway to Berlin in the North-west, and the extension of the Southern Railway, from Simcoe in the South-west, to Hamilton. It is in fact hoped, that bye-and-bye all the Railways South of the Grand Trunk, will become one interest, with Hamilton as its centre, just as the Grand Trunk and all Railways north of it, will coalesce and centre in Toronto; but in the meantime the Directors of the Board of Trade feel, that they have said enough to secure for every citizen and well-wisher of the City of Hamilton, his vote in favor of granting the extended Municipal assistance of Seventy-five Thousand Pounds (£75,000) to the Hamilton and Port Dover Railway, and Twenty-five Thousand Pounds (£25,000) to the Preston and Berlin Railway.

The fears of those who were doubtful whether the Hamilton and Port Dover Railway would be remunerative Stock, have now been entirely removed by the control of the Southern Line having been secured to Hamilton, and the Hamilton and Port Dover made a portion of it; while the prospects of the Great Southern Line itself are forever put upon the most secure basis, by its having three outlets—in the East, one by Hamilton, one by Buffalo, and one by the Suspension Bridge.

Board of Trade, Hamilton, July 29, 1856.

MEMBERS OF COUNCIL OF BOARD OF TRADE.

Adam Brown, Vice-President.
James Gsborne,
Hugh C. Baker,
F. W. Gates,
Isaac Buchanan,
J. Brown,

W. G. Kerr,
J. Bickle,
J. Cummings,
John F. McCuaig,
J. Osborne, Secretary.

MONTREAL.

The full advantages of the construction of the Grand Trunk Railway from the West to Montreal and Portland, have not yet been realized, the communication not having been opened for traffic for little more than six months. That an increase of the Commerce has taken place, even under the disadvantageous circumstances above stated, the following extract from the Report of the Council of the Montreal Board of Trade clearly shews, and a further increase is confidently expected.

The Council have great satisfaction in adverting to the largely increased trade

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of the Port as compared with the preceding year, as will appear by the following statistics:—

Value of Imports, not including goods Bonded for Upper Canada, 1856..£4,036,174
 Value of Imports, not including goods Bonded for Upper Canada, 1855... 3,093,145

Increase, 1856.....	943,029
Exports, 1856.....	£ 754,451
Exports, 1855.....	333,609
Increase, 1856.....	420,842

RECEIPTS OF PRINCIPAL ARTICLES OF PRODUCE.

	1856.	1855.	Increase 1856.
Ashes.....	23,777	20,156	3,621
Wheat.....	1,546,215	634,017	912,198
Flour.....	703,840	433,011	273,829

ARRIVALS FROM SEA AT THE PORT OF MONTREAL.

1856.....	222 vessels.	68,609 tons.
1855.....	197 “	48,533 “
Increase, 1856.....	25 “	20,176 “

In addition to the satisfactory statement above given, the most important results have followed from the facilities of winter intercourse with the West. From the close of navigation to 1st of April, receipts of Flour have been nearly 80,000 barrels, almost the whole of which has gone to supply eastern demand, and which of course has sought this channel for the first time. The receipts for Ashes during the past winter have reached 7776 barrels, of which a great proportion has been shipped via Portland to Great Britain; and similar important results are shown in other products. It is most satisfactory to note the early opening of spring trade now practicable by our route, which in consequence, commands the transit of freight for Western Canada, formerly taken through American channels; and also that our merchants can attract Western trade to this City with much greater success than in former years. The large imports via Portland of all descriptions of merchandize, show these advantages are appreciated, and as a winter port for Canada that city cannot fail to attract constantly increasing attention, while as a consequence of frequent intercourse, a valuable trade has resulted between Portland and Montreal.

The developement of our trade with the Western States is a subject of the greatest importance, and your Council strongly urge the necessity of providing regular means of transit for freight to Chicago and other western points, without which no successful effort can be made to divert from its present channel the vast trade which our position entitles us to control via the Saint Lawrence. From various causes our route has this year attracted more attention abroad, and your Council earnestly hope that the opportunity which now presents itself for the extension of our commerce, will not be lost by our neglecting to afford those facilities which are quite within our control, and the disregard of which has so long strengthened our competitors.

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