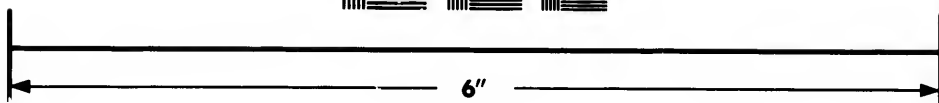
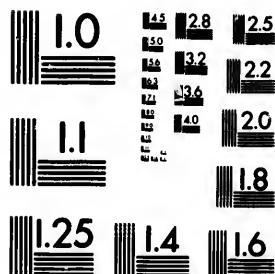


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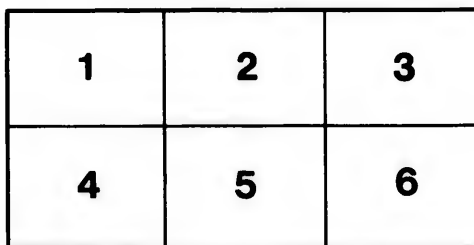
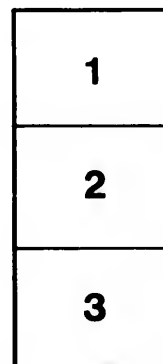
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C A N A D A W E S T :

BY A

COMMITTEE OF ITS AMERICAN FRIENDS.



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REPORT.

UNDER the call of a preliminary meeting held in the City of New York in the month of April, a convention of the friends of the Great Western Railroad of Canada West, was held at Niagara Falls on the 5th and 6th of May, which was also attended by the officers of the Great Western Railroad Company.

A Committee appointed at this meeting to confer with the Great Western Railroad Company and report a plan of operations, made the following,

R E P O R T :

“ That in their opinion the time has come when the Great Western Railroad may be completed, provided the parties interested on the American side will lend their aid, by a subscription of stock to the amount of one million of dollars.

“ They believe that such arrangements can be made with said Company in regard to the termini of the road and the general management of the Company, as will be entirely satisfactory to the American Stockholders. They recommend that a Committee be appointed to procure American Subscriptions upon such conditions, as will, in their opinion be mutually satisfactory to the present Stockholders and to those they may procure. And to urge said subscriptions by such statistics and arguments as they see fit to use.

“ J. M. FORBES,

“ *Chairman of Committee.*”

Whereupon the following Resolutions were passed unanimously.

Resolved, "That John M. Forbes, Alexis Ward, Theodore Dehon, Henry B. Gibson, John Wilkinson, Erastus Corning, John T. Norton, John E. Thayer, George B. Blake, D. D. Williamson, John C. Green, Edward L. Baker, Charles Paine, William T. Eustis, Z. Chandler, Henry Ledyard, Henry N. Walker, and J. W. Brooks, be a Committee to procure American subscriptions to the Great Western Railroad."

Resolved, "That in the opinion of this meeting the speedy completion of the Great Western Railroad from Niagara River to Detroit River, is highly important, forming as it does a necessary link in the Great trunk Railway from the Atlantic to the Mississippi, which will be not only the shortest route, but more level in grades and straight in linear arrangement than any other trunk line can be made for the same route of travel."

Resolved "That we have the most decided confidence in the value of the stock of this road as a permanent well paying investment, and would recommend it to our friends and the public."

A Sub-Committee was then appointed to prepare this Report, and the meeting adjourned sine die.

From very thorough examinations of the route, it is estimated that the Great Western Railroad will cost from Windsor (opposite Detroit) to the Suspension Bridge at Niagara Falls, five millions of dollars.

Since the location of the route and the estimate of its cost, nearly the entire work has been let to efficient and able contractors and most of it at prices below the estimate, the contractors taking a proportion of their payments in the stock of the Company.

The Provincial Government, by law, has agreed to guarantee the interest for an indefinite period upon the Bonds of the Company at six per cent. interest for one half the cost of the road. The Company think they have good reason to hope that the government will agree to guarantee the principal, as

well as the interest of the said Bonds. This guarantee is regarded as very valuable, as the financial six per cent. securities now sell in London at about seven per cent. premium, which is under five and one half per cent. per annum.

Municipal Corporations along the line are by law authorized, and have made very considerable subscriptions, to the Stock of the Company. These Corporations do not vote upon their stock, but those who have subscribed \$100,000 and upward are entitled to one Director each. Subscriptions of this character are important as tending to keep up a general public interest in the road.

The Capital authorized by law, is	-	-	\$6,000,000
Estimated cost of Road as before stated,	-	-	\$5,000,000

The Stock account stands as follows :

Municipal subscriptions in Canada,	-	-	\$550,000
Reliable private subscriptions in Canada,	-	-	210,000
Additional subscriptions in Canada can be safely calculated upon to the amount of	-	-	60,000
Contractors' Stock about	-	-	800,000
			<hr/>
			\$1,650,000

American subscriptions desired to complete the work,	-	-	1,000,000
Total Stock,	-	-	2,650,000
Provincial 6 per cent. guarantee Bonds,	-	-	2,650,000
			<hr/>

Total means if the \$1,000,000 American Stock is taken,	-	-	\$5,300,000
The expenditures upon the road have been for work by Contractors, about	-	-	\$80,000
Rights of way, Engineering and all other expenses, about	-	-	86,000
			<hr/>
Total expenditure, about	-	-	\$ 166,000

Without any detention for the want of means it is estimated that the road can be opened for public use on the 1st of December, 1852. There are between 1,500 and 2,000 men now at work upon it.

To give an idea of the capacity of this road for business, we will extract a few tabular statements from the Engineer's report.

TABLE OF DISTANCES IN MILES.

Divisions.	Railroad.	Air Line.
Niagara Falls to Hamilton,	42.10	41.22
Hamilton to London,	75.84	74.20
London to Windsor,	109.95	108.54
Totals,	227.89	223.96

LINEAR ARRANGEMENT.

Division.	Straight Lines.	Curves in miles.				Total Length.
		Radius 11,460 ft.	Radius 5,730 ft.	Radius 2,865 ft.	Radius 19,113 ft.	
Niagara Falls to Hamilton,	39.82		1.87		0.41	42.10
Hamilton to London,	70.94	0.39	1.42	2.52	0.58	75.84
London to Windsor,	106.38	1.53	2.04			109.95
Totals,	217.14	1.92	5.33	2.52	0.99	227.89

TABLE OF GRADIENTS.

Denomination of Grades.	Niagara to Hamilton.	Hamilton to London.	London to Windsor.	Totals.
Level and under 5 ft per mile,	21.37	34.83	85.52	141.72
5 ft. to 10 ft. per mile,	4.15	2.06	8.59	14.71
10 to 20 ft. do	8.55	14.75	6.11	29.41
20 to 30 ft. do	8.03	9.75	6.82	24.60
30 to 40 ft. do		3.35	3.00	6.35
45 maximum west,		11.10		11.10
Totals,	42.10	75.84	109.95	227.89

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From these statements it appears that upwards of ninety-five per cent. of the whole road, is in straight lines, and above sixty-two per cent. either level, or the grades under five feet per mile, and nearly seventy per cent. either level, or under ten feet per mile. The ability of this road to do business cheaply and efficiently, may therefore be considered as very superior.

The district of country traversed by this road, is very similar to that traversed by the Michigan Central Railroad, from Detroit to Lake Michigan, both as to the extent of its population and its general resources for business, which are like Michigan, principally agricultural.

The following statement of the local business of the Michigan Central Railroad from Detroit to Lake Michigan, may serve as an approximate estimate for the local business of this line, and it will also show, what is not fully appreciated at the East ; the rapid development of the agricultural resources of the lake country.

MICHIGAN CENTRAL RAILROAD RECEIPTS FROM LOCAL BUSINESS.

Statements.	Years ending.		
	April 30, 1849	April 30, 1850.	April 30, 1851.
Total Local Receipts,	\$229,356.33	\$439,003.00	\$573,496.14
Length of Road in operation,	183 miles.	217 miles.	217 miles.
Receipts per mile,	\$1,799.76	\$2,023.05	\$2,644.86

Average annual increase over twenty-one per cent.

If this rate of increase is continued for two years, when the Great Western Railroad may be in successful business, it will give as the probable local receipts of the Michigan Central Railroad, the sum of \$839,655.99. While it is not unreasonable to suppose the business above quoted, will continue to increase as it has done, yet we should not place this before the public as a reliable estimate of the local business of the Great Western Railroad, but simply give it as data from which some idea may be got of the ability of this agricultural

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Radius 9,113 ft.	Total Length.
0.41	42.10
0.58	75.84
	109.95
0.99	227.89

n to or.	Totals.
2	141.72
0	14.71
1	29.41
2	24.60
0	6.35
	11.10
5	227.89

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

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

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

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

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

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

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

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ence between 18 and 24 hours, they certainly will pay \$5 to go over the Canada road in eight hours against any rate which steamers can carry them for. The increase of business created by the completion of this chain of roads, and the natural increase of business with its present accommodation for the next two years, which latter increase cannot be less than 40 per cent. upon the present first class business, will both amount in all probability to quite as much as can be induced to go by the Steamers, leaving as first class business the above 85,000 passengers at \$5 each. This, with say 30,000 second class and emigrant passengers at \$2.50 each gives the sum of \$500,000 as the probable value of the through passenger business.

The item of Marine Insurance upon Lake Erie, between Buffalo and Detroit, will materially favor this Railroad in its through freighting business. The average rate of this insurance upon Lake Erie by steamers, for the season of navigation is a little above one half of one per cent. upon the value of the goods. The influence of this upon the value of the through freighting business is shown in part by the following statement which is calculated at half of one per cent. or something below the real cost.

Cost of Marine Insurance on Lake Erie, by steam, per 100 lbs. and per ton of 2000 lbs. on various kinds of goods :

KINDS OF GOODS.	Value per 100 lbs.	Cost of Insurance.	
		pr 100 lbs.	pr ton
Dry Goods, (general assortment) - -	\$50	25 cts.	5.00
Books and Stationery, (common stock) - -	72	36	7.20
Boots and Shoes, average value, - -	74	37	7.40
General stock of Groceries, excepting such articles as would come from the west, - -	20	10	2.00
Druggists' and Grocers' City assortment, - -	44	22	4.40
Hats, Caps and Furs, general assortment, - -	86	43	8.60
Hardware, (shelf goods generally,) - -	36	18	3.60

It will be seen from the above statement that the cost of Insurance alone, amounts on the large class of goods above-named, to an average quite up to a fair rate of transportation for the same by Railroad, and if to the Insurance is added the rates of transportation paid the steamboats, which are from

\$2 to \$3 per ton for heavy, and \$3 to \$4 for light goods, except early in the spring and late in the fall, when they are nearly double these rates, it will be seen that the Railroad can be used at a large saving to the owners of merchandise generally. With this Railroad completed, the merchants of the country west of it, would purchase goods as much in winter as in summer, and save the interest they now lose upon goods purchased in the fall for spring sales. At the same time it would tend to equalize the business upon all the connected chain of roads throughout the year.

Most of the large items of Eastward freight will go by water in summer. In winter, early in the spring, and late in the fall, very considerable amounts could be calculated upon. Within the last three years large amounts of flour have been taken from Detroit to Buffalo at prices varying from 25 to 40 cents per barrel besides insurance, and during the close of navigation the price is not unfrequently one dollar a barrel more at Buffalo than at Detroit, but no advantage could be taken by the western miller of these occasionally high winter prices in the eastern market. Live stock can be carried at all seasons of the year cheaper by railroad than by water, and very many articles of considerable value may go eastward by railroad, even in summer, but the bulk of the eastward Railroad freight will be carried early in the spring, late in the fall, and in the winter season.

We should not think \$100,000 per year would be regarded as an over estimate of the value of the through freighting business in both directions, it seems very moderate and quite likely to be more than realized.

From the foregoing considerations we are not inclined to put the receipts that may be safely calculated upon, lower than from \$800,000 to \$1,000,000, and think it perfectly safe to estimate them, including mails and expenses, at \$900,000.

It cost \$300,000 to earn that amount upon the Michigan Central Railroad which is similarly situated with regard to cost of fuel and most other considerations. To make the re-

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Result fully safe we will put the receipts at		\$850,000
And cost of operating at,	350,000	
6 per cent. on \$2,500,000		
Provincial guaranteed bonds	150,000	
12 per cent. on \$2,500,000 stock,	300,000	
	<hr/>	\$800,000
Surplus of 2 per cent. to carry forward		50,000

These estimates of the receipts fall below the estimates of the Engineer of the Great Western Railroad made five years ago and based upon the business of that period.

The business of the Lake Country from 1847 to 1853 will have quite doubled, and the present estimate we have no doubt will be fully realized.

Considering the great length of this line of Roads, already completed, with the exception of the Great Western, from Boston to the head of Lake Michigan, a distance of 955 miles, and it may be truly said that this is the only link wanting in the most profitable chain of roads that have ever been constructed.

While the stock of this road cannot but be valuable as a dividend paying investment, the large amount of already invested capital to be materially benefitted by its construction calls loudly upon the rest of the links in this great chain to render their aid in making up the balance necessary for its early completion.

By law, the Railroads in New York have the right to subscribe to the stock of this road five per cent. upon their capital. This amount from those upon the direct or continuous route, together with the same from the Stockholders in the Michigan Central Railroad Company, the latter not having the right to subscribe as a Company, will furnish from \$800,000 to \$850,000, leaving to be furnished from the American public say \$200,000. A considerable proportion of this will probably be raised in the City of Detroit, whose interests are most intimately identified with the completion of this road.

An examination of the annexed map will show the character this great route must maintain when the last link is com-

pleted, and also how deeply interested are the rest of the roads in the chain, in its speedy completion. This done and no line of Roads can be built from New York or New England to the valley of the Mississippi whose line will be so short, or straight, with such easy grades or so well adapted in any particular to the carrying trade between the Atlantic and the growing millions of the North West.

New avenues more desirable than this route in its present state are rapidly opening, and unless the road is completed will soon take a large share of the long business now passing over this route. The roads constructing upon the south shore of Lake Erie, connecting at Cleveland with Pittsburgh and Philadelphia to New York, present perhaps quite as desirable a route to the East as any from that side of Lake Erie. Already this route is exciting considerable attention at the West,—and a daily line of Steamboats, of 600 tons each, is well supported between Cleveland and Detroit without any contributions from other interests in the line. Whatever travel on this shore of the Lake may pass Cleveland eastward will meet with another first class route via the New York and Erie Railroad to New York and thence to Boston, or a more expeditious route to the latter City will be found via the Newburgh branch of the New York and Erie Railroad to Newburgh, thence by the line of Railroad now most of it constructing from Fishkill (opposite Newburgh on the Hudson) via Hartford and Providence to Boston.

With these two desirable routes to be passed before the travel on this side of Lake Erie can reach the Central New York line of Roads, it is clear that a large diversion from their line of water travel will soon be made unless the remaining gap in the Northern line be filled up by the Canada road. The completion of this road would not only enable that line to maintain its present strong position for the long travel, but materially strengthen it and create a large increase of its business, and especially increase its winter business.

The people of the North Western States are an enterprising people, but their pursuits are principally agricultural, which confine them at home during the summer. These people to

a great extent are emigrants from the Eastern States, where their friends and relatives are left behind. Their time is unoccupied in the winter season, where, at present, the close of navigation cuts off communication.

Open a route for this class of people at the season of the year when they are idle, and their circulation between the East and West would bring a new business of material value to this route, and that at a season of the year when their cars are running but partially filled, and no increase of expense would result from their accommodation.

Lake Erie is exposed to storms in spring and fall, which leaves but some 5 or 6 months of comparatively good navigation, and even at this season very many are deterred from crossing it by the frequent accidents and loss of life occurring upon its waters. No less than six serious accidents occurred to passenger steamboats upon Lake Erie during the last year, resulting in the loss of 374 lives. The people from the Eastern States thus deterred from visiting the West, who would use this whole line of Railroads if completed, would form an additional item to the passenger business of considerable value.

These and various other new resources of business to be opened by completing this road, as well as the great increase of ordinary business would add largely to the business of the whole line.

Each new passenger passing over the line from Lake Michigan to New York, or so far towards Boston as the line has authority to subscribe to the Canada road, would add to the receipts of the present roads not less than \$14.

The interest of \$850,000, the sum these roads are called upon to subscribe to complete the Canada Road at 10 per cent., is - - - - - \$85,000

The small number of eleven new passengers each way per day for the winter and six per day for the summer months—say 11 each way per day for 180 days and 6 each per day for 180 days gives 6,120 passengers at \$14 each, - - - \$85,680

We make this statement simply to show how small a pro-

portion of the new or increased business which the completion of the Canada Road would bring to the rest of the line, it takes to pay the large interest of ten per cent. upon their Stock in the Canada Road, and this while the Stock itself promises to be one of the very best investments of its kind.

A few interested people have questioned the wisdom of locating the Eastern terminus of this road at the Suspension Bridge at Niagara Falls, instead of in the town of Bertie, opposite Buffalo. We have no doubt that the location is the most judicious that could be made to serve the purposes intended, that of making the route the most serviceable and expeditious for the long travel.

From Bertie to Buffalo the ferry would be about three miles long. The passage across this, late in the fall, in the winter, and early in the spring, would often be dangerous and frequently impossible. We suppose in pleasant weather the time in passing from the cars at Bertie to the ferry boat, across the ferry into Buffalo Creek, thence by land nearly a mile through the city to the Eastern Railroad Depot, would be not less than one hour and a half. This would be as expeditiously as a full train of passengers with their luggage could be transferred from one train to the other in good weather, with no allowance for the many contingencies that embarrass all the shipping in that overcrowded harbor, where it not infrequently happens that a steamboat is many hours in getting in or out of the river.

At the present terminus at Niagara Falls we do not understand there to be any practical difficulty in strengthening the present suspension Bridge, or constructing another sufficiently strong to carry over the trains entire as they arrive. But even supposing the present bridge to be used as it now is, it is but 800 feet long; not longer than many of our depots are at present constructed, and with cranes for the transfer of the baggage without opening them. The transfer of passengers and baggage from one train to the other could be easily done in 15 minutes with no chance for contingencies to create additional delays. When all things favor the Buffalo crossing it still appears that one hour and a quarter is saved by crossing at

Niagara, which is equal to a distance saved with Express trains of at least 35 miles. It is also believed that the crossing at Niagara will be an attractive feature in the route, for other things being equal, the opportunity of seeing Niagara Falls will turn the scale in favor of this route with a large number of passengers every year.

When this chain of roads is completed from New York to the West it will not only have advantages over all others in straightness, grades and distance, but from New York to Syracuse, and probably to Rochester, it will have a double track, which will greatly facilitate the passage of Express trains over this portion of the route. For Express trains over single and double tracks upon long lines we suppose a fair comparison would be 28 miles per hour for single track, against 33 miles per hour for double track, including stops for wood and water, change of engines, &c.

Michigan City, at the head of Lake Michigan, is a point common to the routes on both sides of Lake Erie. The distances thence to New York would compare as follows:

Michigan City to Detroit,	-	-	-	227	miles.
Detroit and Niagara,	-	-	-	228	"
Niagara to Albany, straight route,	-	-	-	300	"
Albany to New York,	-	-	-	144	"
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Total on North route, 292 miles double track, and					
607 miles single track, in all	-	-	-	899	"
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Michigan City to Toledo,	-	-	-	208	"
Toledo to Dunkirk,	-	-	-	257	"
Dunkirk to Buffalo,	-	-	-	43	"
Buffalo to Albany,	-	-	-	300	"
Albany to New York,	-	-	-	144	"
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Total via south shore of Lake Erie, Buffalo and					
Albany to New York, 292 miles double track,					
and 660 miles single track, in all	-	-	-	952	"
Distance in favor of Northern Route,	-	-	-	53	"

Michigan City to Dunkirk, as above	- -	465 miles.
Dunkirk to New York, via N. Y. & Erie R. R.	- -	460 "
		<hr/>
Total via N. Y. & Erie R. R. all single track,		925 "
Difference in miles in favor Northern route,	-	26 "
Distance gained by double track on Northern route,		44 "
Practical difference in favor of Northern route, over south side of Lake Erie and N. Y. Erie R. R.		70 "
		<hr/>
Michigan City to Toledo, as above,	- -	208 "
Toledo to Cleveland via Norwalk,	- -	114 "
Cleveland to Pittsburgh,	- - - -	135 "
Pittsburgh to Philadelphia,	- - - -	353 "
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Michigan City to Philadelphia,	- -	810 "
Philadelphia to New York,	- - -	91 "
		<hr/>
Michigan City to New York via Toledo, Cleve- land, Pittsburgh and Philadelphia, all single tracks, with difficult grades and curves,	-	901 "
Difference in favor of Northern route over that via Philadelphia,	- - - - -	2 "
Distance gained by double track on Northern route,		44 "
		<hr/>
Practical difference in favor of Northern route,		46 "
		<hr/>
Michigan City to Monroe,	- - -	208 "
Monroe to Detroit,	- - - -	40 "
Detroit to New York via Niagara and Albany, as before,	- - - - -	672 "
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Michigan City to New York via Monroe, Detroit, Niagara and Albany,	- - - -	920 "
Michigan City to New York via Toledo, Cleveland, Buffalo and Albany, as before,	- - -	952 "

From the above it appears that the Eastward travel from the Michigan Southern Railroad can go from Monroe north to Detroit and then over the Northern route to New York.

and save 32 miles over the route via south shore of Lake Erie and Buffalo. No road, however, is contemplated from Monroe to Detroit that we know of, and we merely instance this to show the great directness of the Northern Route.

The General Government has given to the State of Alabama, Mississippi and Illinois a large amount of valuable lands, which it is estimated will go far toward constructing the railroad which, with the lands, are now in the hands of strong companies from Galena and Chicago *via* Cairo to Mobile. These roads (the Illinois Central and Mobile and Ohio) will, therefore, be pushed forward rapidly to an early completion. By another company a road will undoubtedly connect St. Louis with the Illinois Central Road, as soon as the latter can be completed.

The completion of these lines will give to this Northern route great advantages for the passenger business to the east of the whole Mississippi Valley. The strong disposition of southern passengers to push at once to the north as far as practicable before turning eastward will undoubtedly render this route a favorite with that class of travel.

When these roads are completed, the following statements will show a comparison between this route and some of the others at present in use :

The distance will then be from St. Louis to		
Michigan City, - - - - -	307	miles,
Michigan City to New York via Northern		
route, - - - - -	899	"
St. Louis to New York via Northern route,	1206	"
St. Louis to Cincinnati via Ohio River, -	704	"
Cincinnati to Cleveland, - - - - -	254	"
Cleveland to Buffalo, - - - - -	186	"
Buffalo to New York via Albany, - -	444	"
St. Louis to New York via Cincinnati, Cleve-		
land, Buffalo, and Albany, - - -	1588	"
Difference in favor of Northern route, - -	382	"

Steamers from New Orleans come up the Ohio for eastern travel without going to St. Louis, the point common to both routes for this travel will be Cairo.

From Cairo to Michigan City, - - -	357 miles,
Michigan City to New York via Northern route,	899 "
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Cairo to New York via Northern route, -	1256 "
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Cairo to Cincinnati, - - - -	504 "
Cincinnati to New York as before, - -	884 "
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	1388 "
Difference in favor of Northern route, - -	130 "

The difference in time from St. Louis to New York on the different routes compared will be found hereafter to be very large, as the up-river steam navigation of the Ohio to Cincinnati is very slow compared with express trains upon railroads. Cairo being a point common to both routes for all the travel of the lower Mississippi to New Orleans, the comparisons already made will apply to the whole of the lower valley.

CONDENSED STATEMENT

OF DISTANCES ON ABOVE ROUTES.

Michigan City to New York, Northern route,	899 miles,
Do. do. do. via Toledo, Cleveland, Buffalo, and Albany, - - -	952 "
Michigan City to New York via Toledo, Cleveland, and New York and Erie Railroad, all single track, - - - -	925 "
Michigan City to New York via Toledo, Cleveland, Pittsburgh, and Philadelphia, all single track, - - - -	901 "
Michigan City to New York via Monroe and Detroit, thence over Northern route, - -	920 "
Chicago to New York, Northern route, -	951 "
Galena do. do. do. -	1130 "

The distance from these two last places to New York over the several other routes respectively, will compare the same as from Michigan City, the latter being a point common to all the routes.

St. Louis to New York, over Northern route,	1206 miles.
Do. do. via Ohio River, Cincinnati, Cleveland, Buffalo, and Albany,	- 1588 "
Cairo to New York, on Northern route,	- 1256 "
Do. do. via Cincinnati, Cleveland, Buffalo and Albany,	- - - - 1588 "
Mobile to New York by railroad, via Northern route,	- - - - - 1748 "
New Orleans to New York, Northern route—to Mobile by water, balance by railroad,	- 1948 "

56 miles being added to any of the above distances, via Albany, will give the distance to Boston instead of New York.

Time required to travel between New York and places at the West and South over various routes, double track 33 and single 28 miles per hour, including wood and water stops—other stops allowed for :

Detroit to New York, Northern Route,	- 24 hours,
Chicago to do. do. do.	- 35 "
Galena to do. do. do.	- 42 "
St. Louis do. do. do.	- 45 "
Do. do. via Cincinnati and Buffalo,	92 "
Cairo do. Northern route,	- 47 "
Do. do. via Cincinnati and Buffalo,	79 "
Mobile do. Northern route,	- 66 "
New Orleans do. via Mobile	- - 78 "

But New Orleans will undoubtedly connect further North making the time only a trifle longer than from Mobile.

3 hours added to the time on any of the above routes will give the time to Boston instead of New York.

In conclusion we will only add, that with easier grades, straighter lines, a larger amount of double track and a shorter line between the East and the West over the Northern route than any other, we believe the completion of the Great Western Railroad will secure to this route, in a most permanent manner, a very large share of the Eastern passenger business of the North-western States and the Mississippi Valley, and make it one of the best, if not the very best, remunerating thoroughfares that has ever been opened for the use of the travelling public.

J. M. FORBES,
ERASTUS CORNING,
HENRY LEDYARD,
HENRY N. WALKER,
J. W. BROOKS, } COMMITTEE.

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