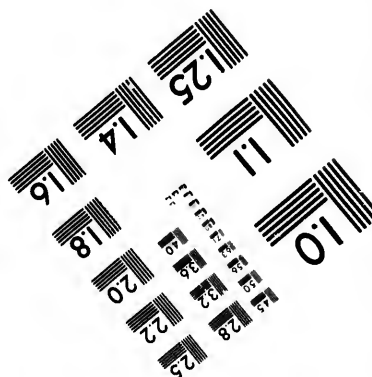
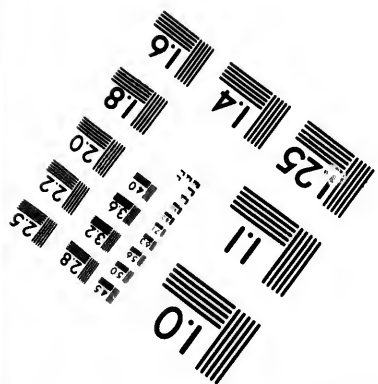
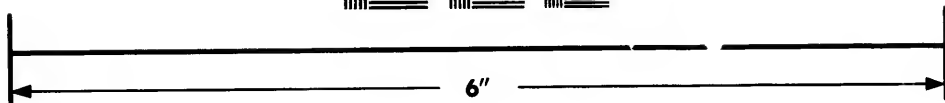
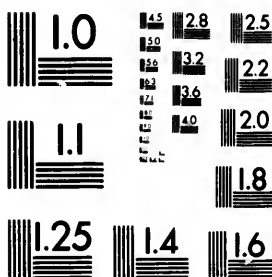


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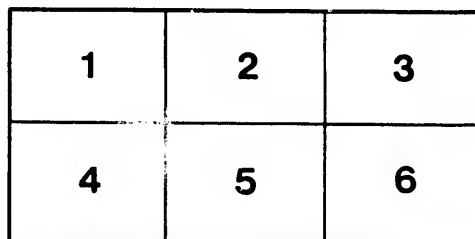
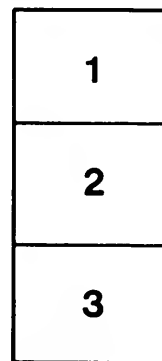
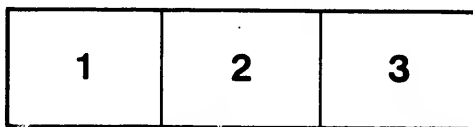
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210 *Chemin de fer no 2*  
Presented to *Mon Sieur Chabot M.P.*

WITH MR. SCOTT'S COMPLIMENTS.

# REPORT

ON THE



SOUTHERN RAILROAD OF CANADA

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Québec, QUE.*

TO THE

Municipalities of the Counties of



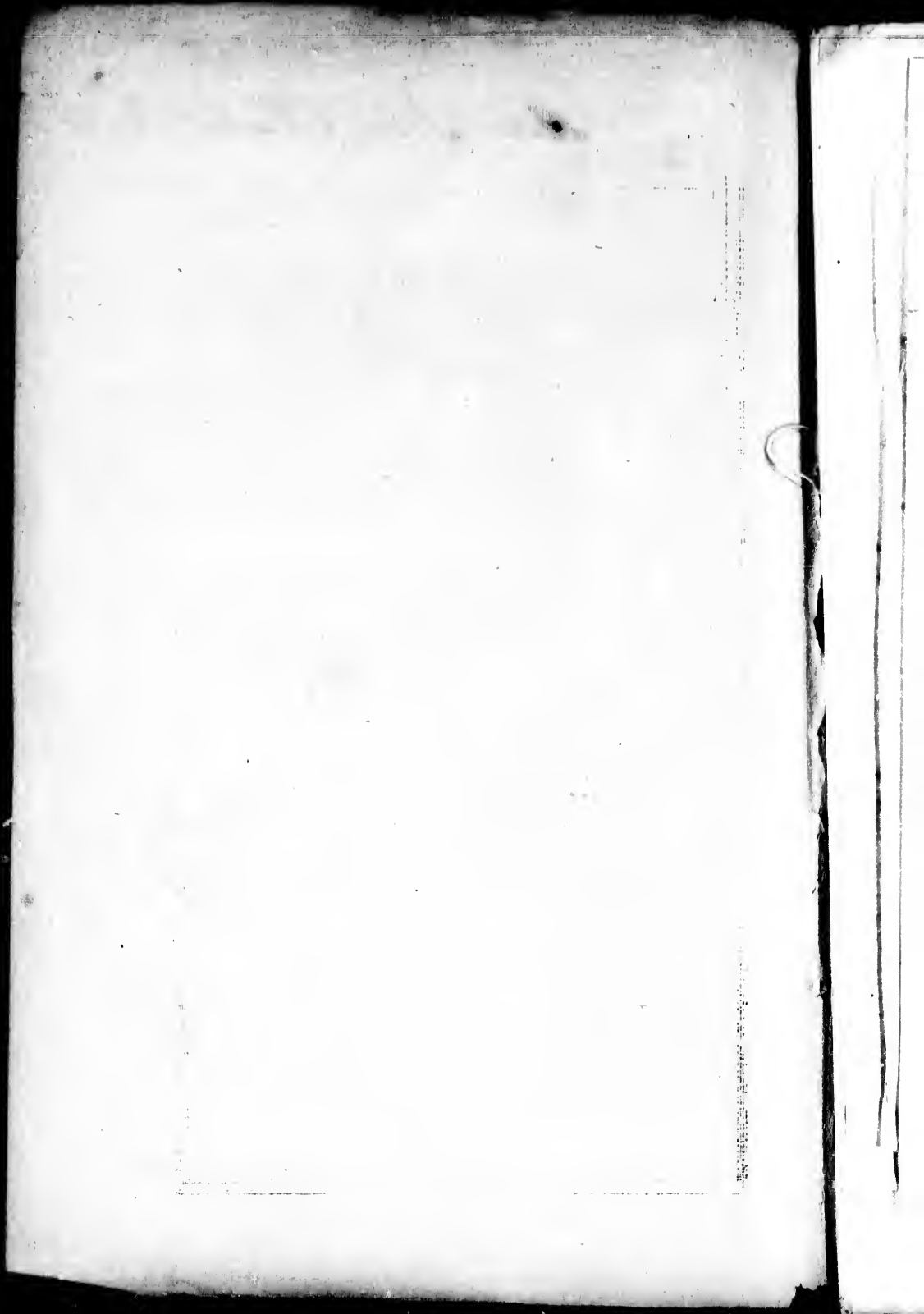
AND

INHABITANTS OF THE TOWN OF AMHERSTBURG.

BY

WILLIAM SCOTT, C. E.

FEBRUARY 14, 1855.

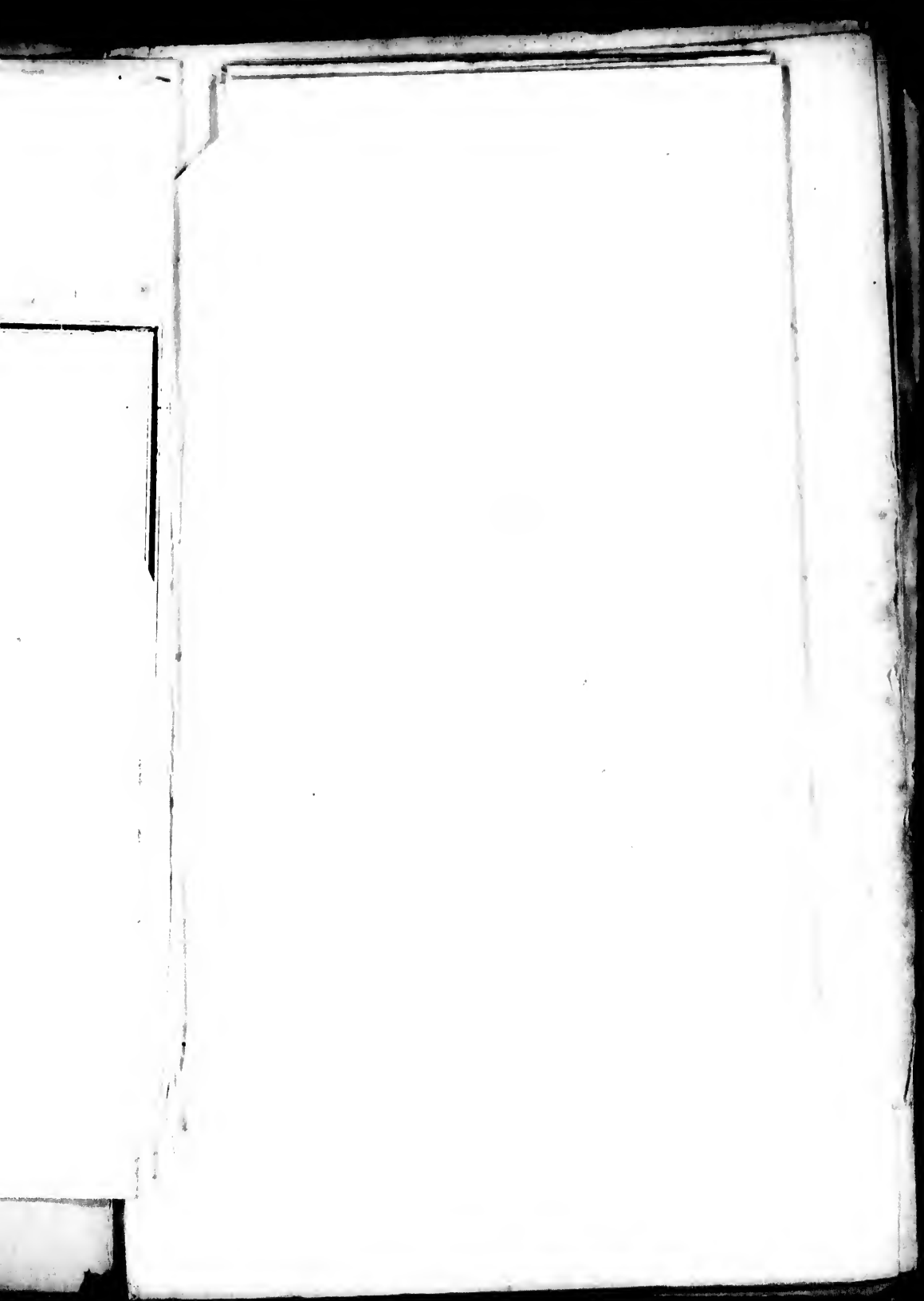




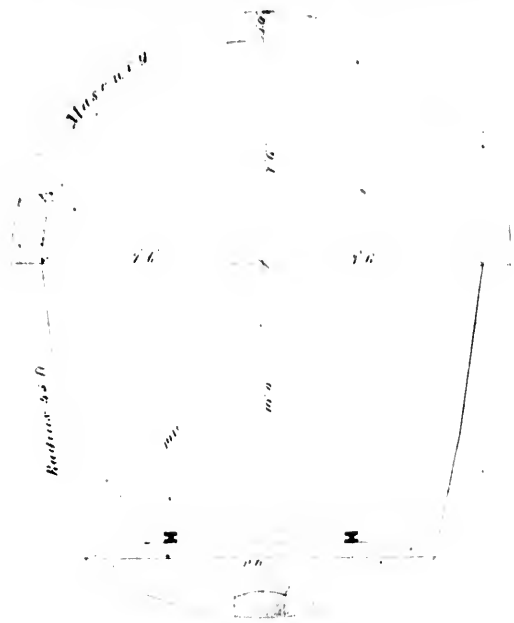
# SECTIONS

wind the

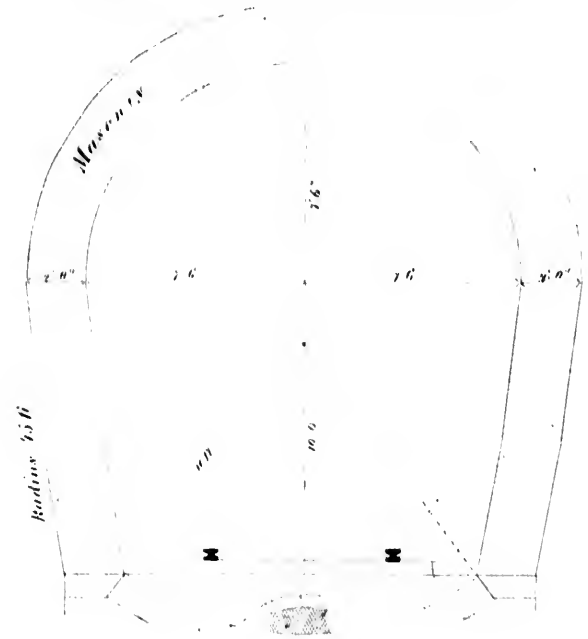




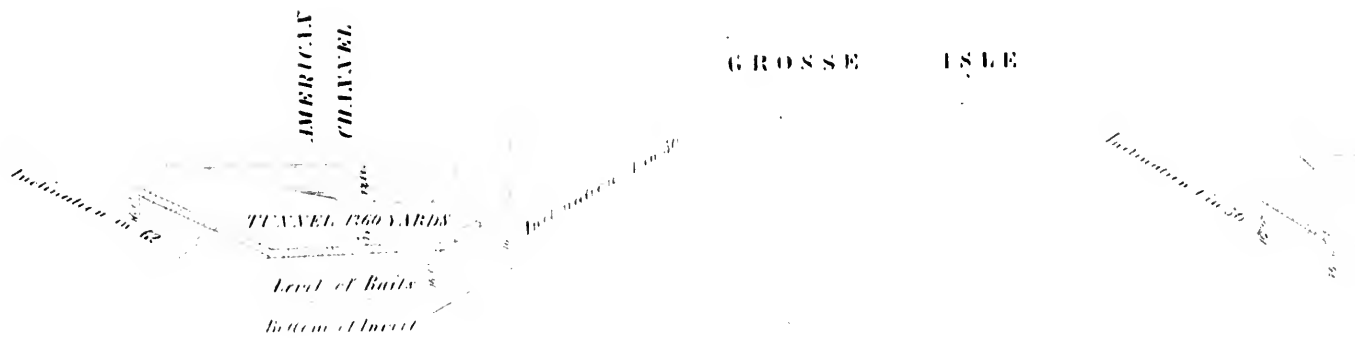
End Plan of Tunnel in Rock



End Plan of Tunnel in Earth



Cross Section of the River Detroit near Amherstburg  
showing  
proposed Tunnel



Datum Line 100 ft below the Water in the River Detroit

1 in Earth

# PLANS & SECTIONS

Showing the

Mode proposed to cross the

## DETROIT RIVER

near

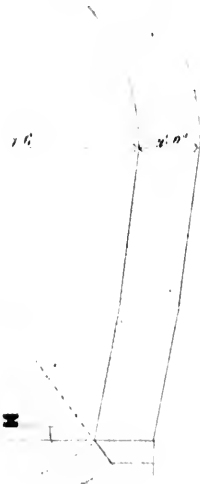
## AMHERSBURG

by

## TUNNELLING

designed by

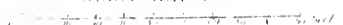
W. T. H. ...



Scale of Distances



Vertical Scale of Section



Horizontal Scale of Grade



Amherstburg

CIVILIAN  
CHANNEL  
THE SUBURB

Rock

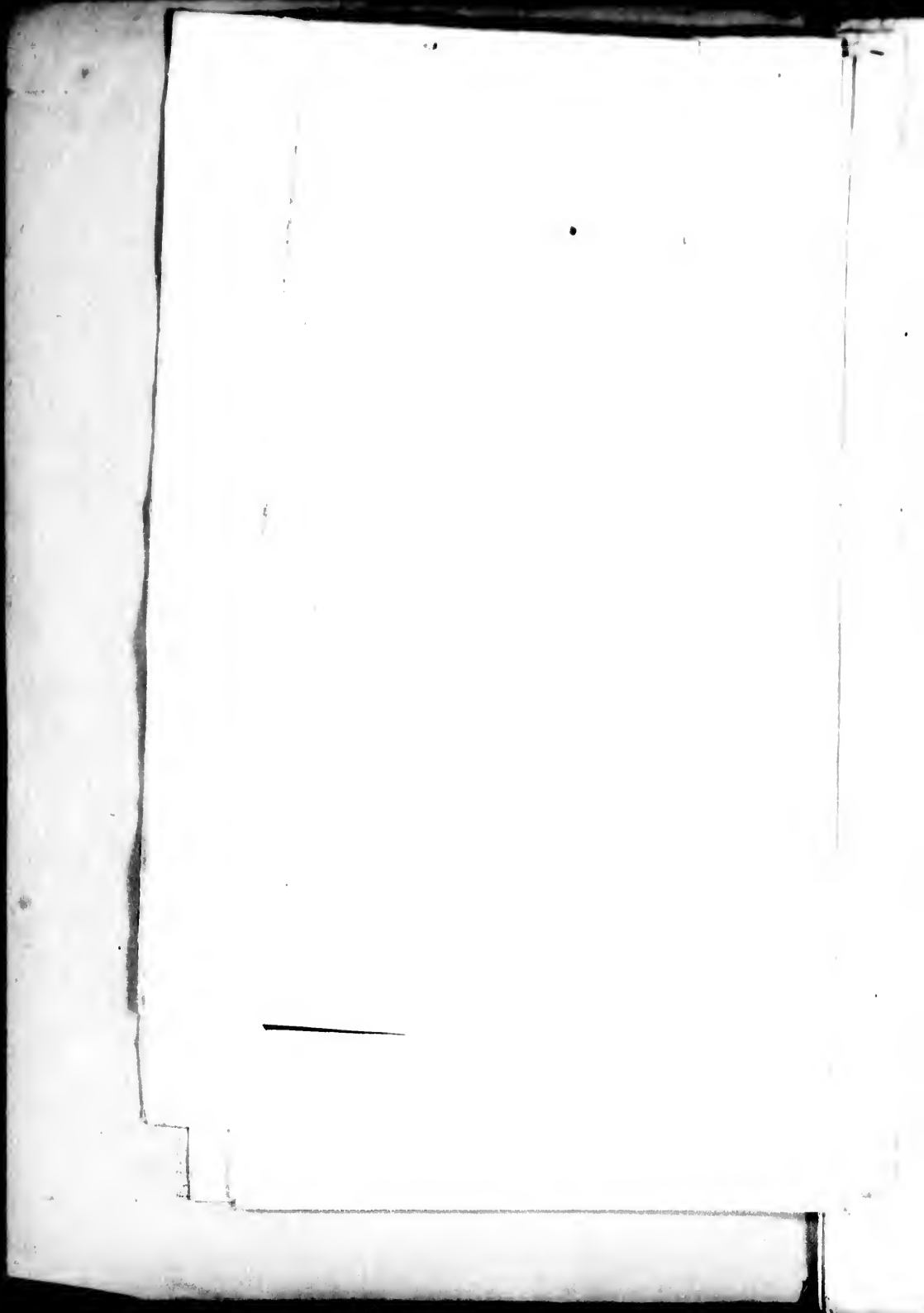
TUNNEL 3160 YARDS LONG

Indication of level of Rails

Bottom of Invert

Level 2

Inclination 1 in 50



# REPORT

ON THE

SOUTHERN RAILROAD OF CANADA,

TO THE

Municipalities of the Counties of Essex and Kent,

AND

INHABITANTS OF THE TOWN OF AMHERSTBURG.

BY

WILLIAM SCOTT, C. E.

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FEBRUARY 14, 1855.

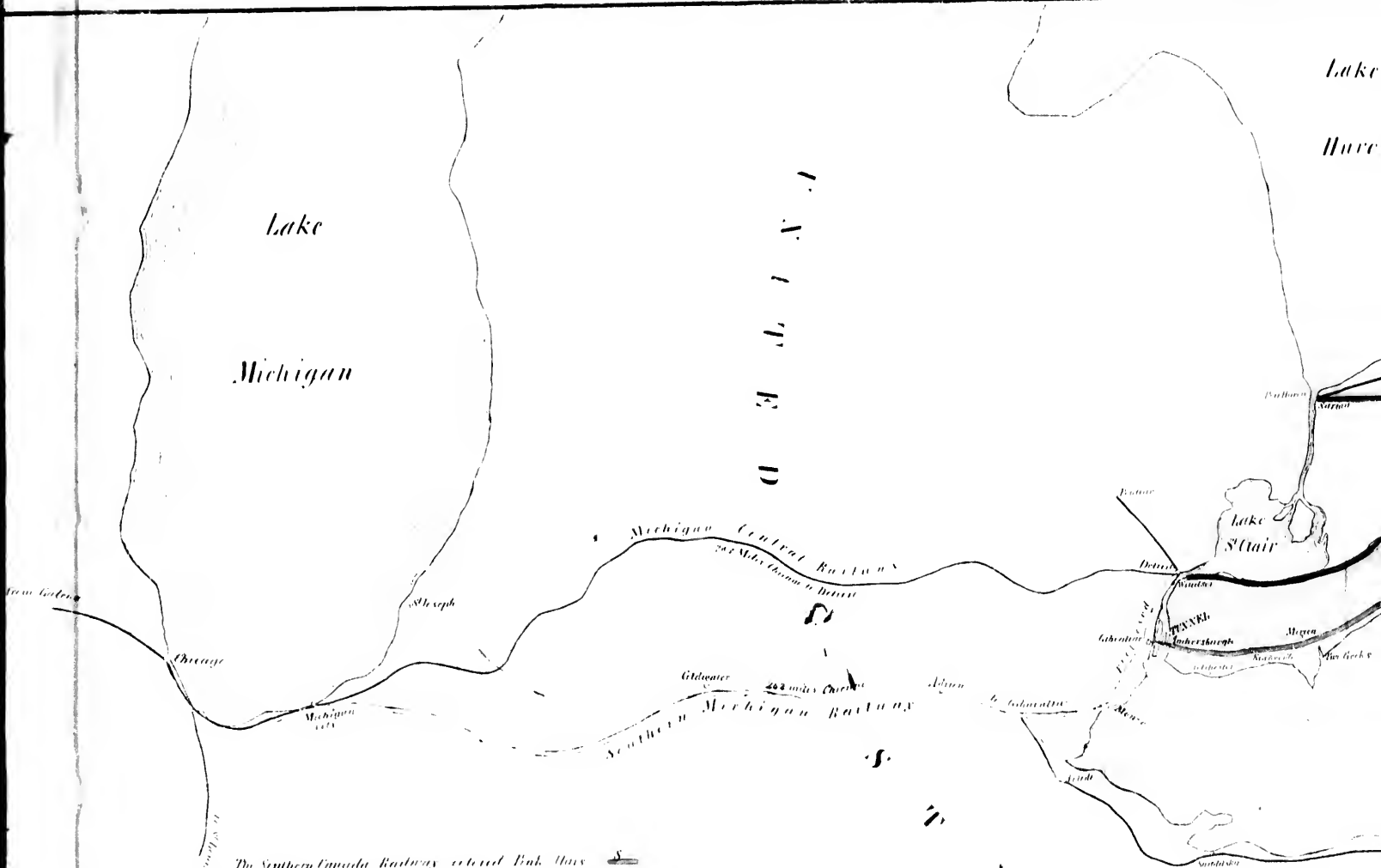
Lake

Michigan

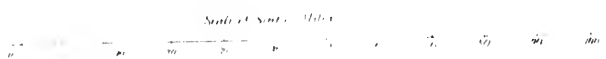
M I C H I G A N

Lake

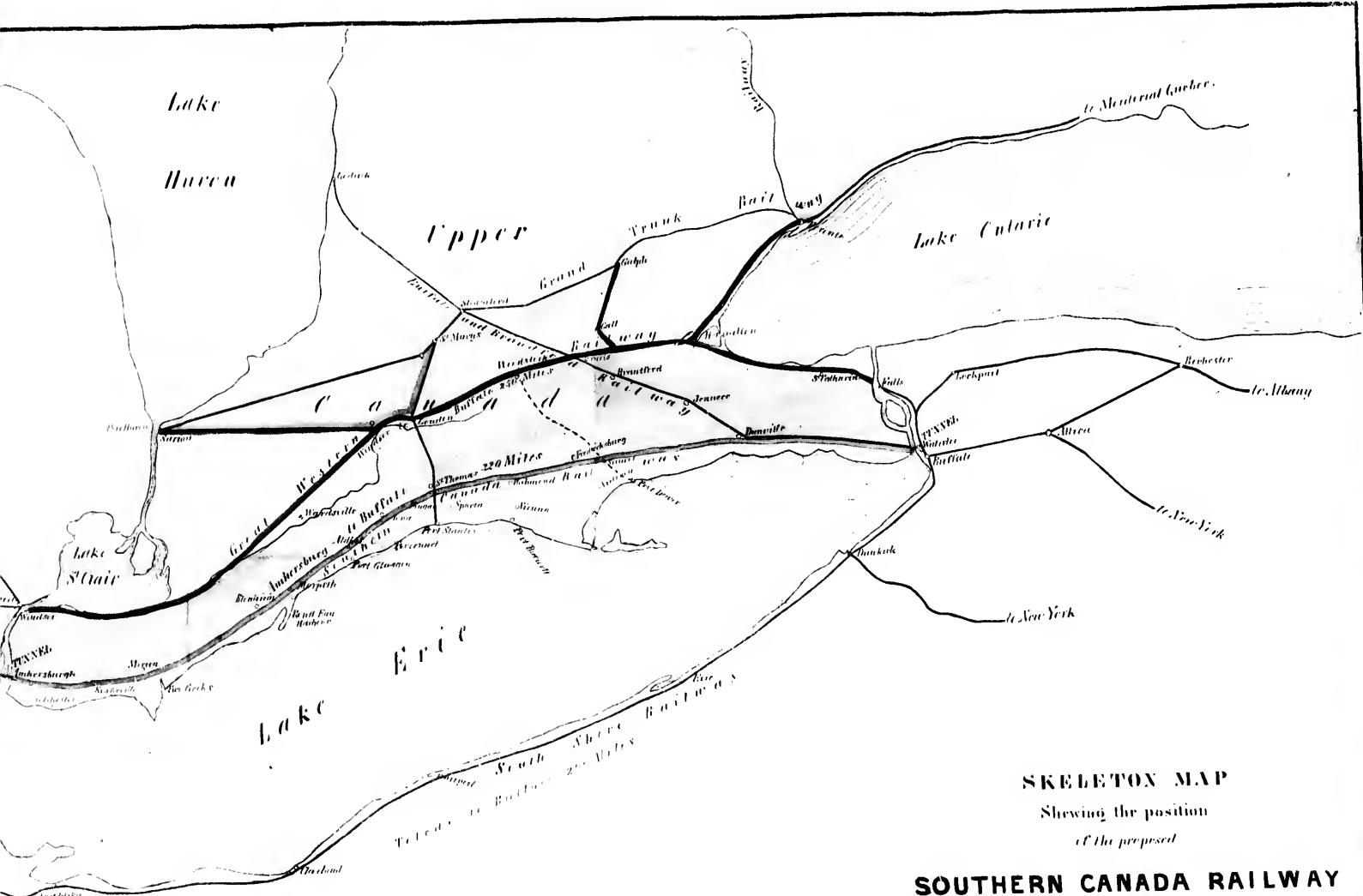
Huron



The Southern Canada Railway colored Pink lines  
 The Great Western Railway " Blue lines  
 The Grand Trunk " " Green lines  
 The District of Country tinted Blue between the Grand Trunk and Great Western Railway is scarcely one half the superficial Area of the District tinted Pink between the Great Western and the Southern Canada Road while the latter Country is longer settled and of much finer Climate & Soil



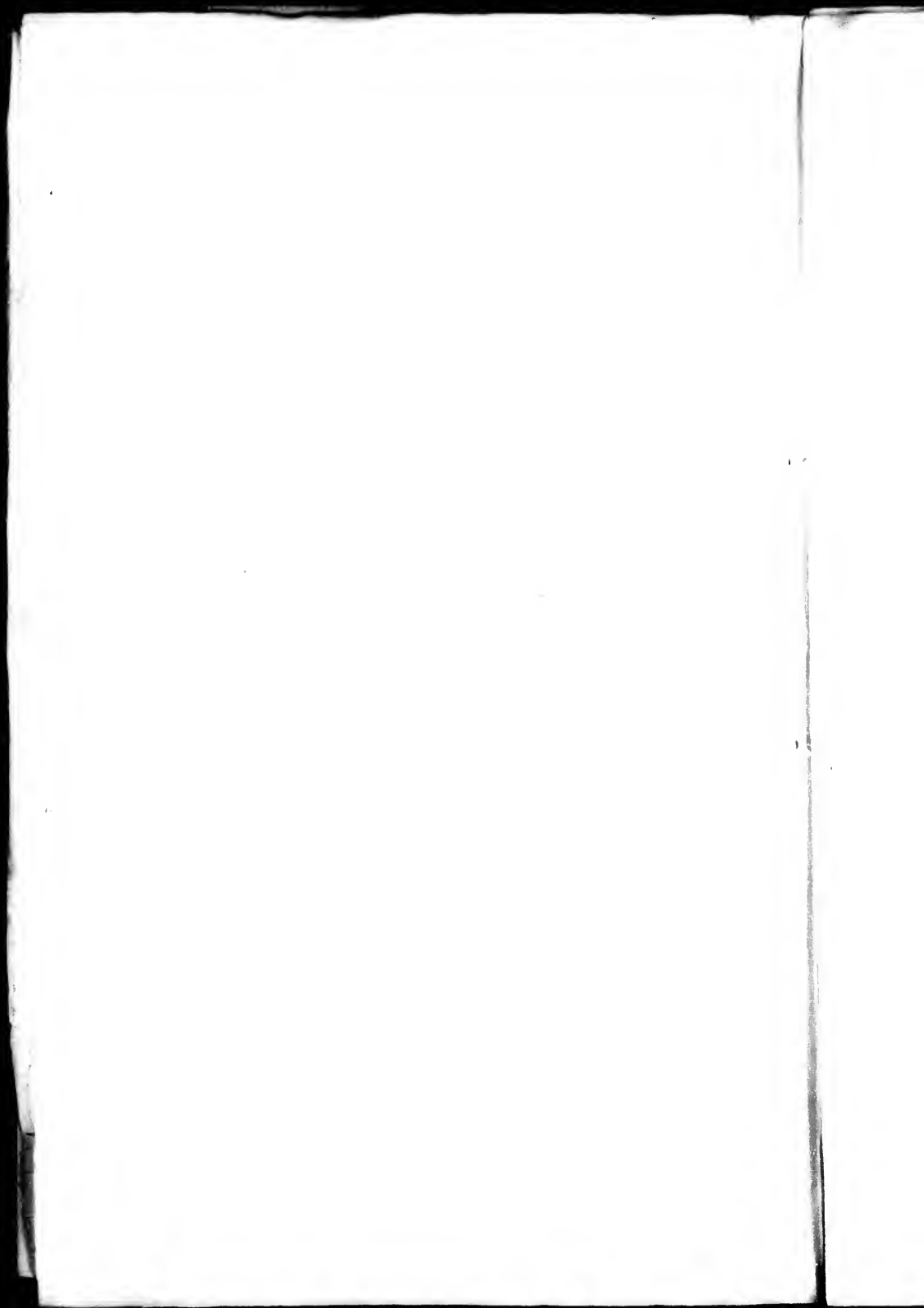
Chicago to  
 Detroit to Ni  
 Falls to Bu  
 Chicago to To  
 Toledo to Bu  
 Chicago to G  
 Amherstburg



**SKELETON MAP**  
 Showing the position  
 of the proposed  
**SOUTHERN CANADA RAILWAY**  
*In connection with the Great Routes*  
 from the  
**ATLANTIC OCEAN**  
 and the  
**GREAT WEST**  
 1855.

*Printed and Published by*  
 William L. Child & Co. New York

<p><b>E S</b></p> <p><i>Chicago to Detroit</i>  <i>Detroit to Niagara Falls</i>  <i>Falls to Buffalo</i></p> <p><i>Chicago to Toledo</i>  <i>Toledo to Buffalo</i></p> <p><i>Chicago to Cincinnati</i>  <i>Amherstburgh to Buffalo</i></p>	<p><i>287 Miles</i>  <i>250 " "</i>  <i>21 " "</i>  <u><i>534 Total by Great Western Route</i></u></p> <p><i>246 Miles</i>  <i>296</i>  <u><i>536 Total by South Shore Route</i></u></p> <p><i>262 Miles</i>  <i>220</i>  <u><i>482 Total by Southern Canada Railway</i></u></p>
--	--





TO THE MUNICIPALITIES  
OF THE  
COUNTIES OF ESSEX AND KENT,  
AND  
INHABITANTS OF THE TOWN OF AMHERSTBURG,  
PROVINCE OF WESTERN CANADA:

GENTLEMEN,—

IN accordance with the trust reposed in me to forward your interests in my professional character as an Engineer, in obtaining a Charter for a Railway in the Southern portion of the Upper Province of Canada along the northern shores of Lake Erie, I beg to present you with the accompanying Report with map, plans and estimates, which I propose, in obedience to your instructions, to lay before the Provincial Parliament and their Committee on Railways. I will do this the more cheerfully, knowing that I have the active support of your worthy members, A. RANKIN, Esq., for Essex, and E. LARWILL, Esq., for Kent, as well as all the members for Counties on the line of route, who, I understand, are all pledged to use their endeavors to obtain this Charter.

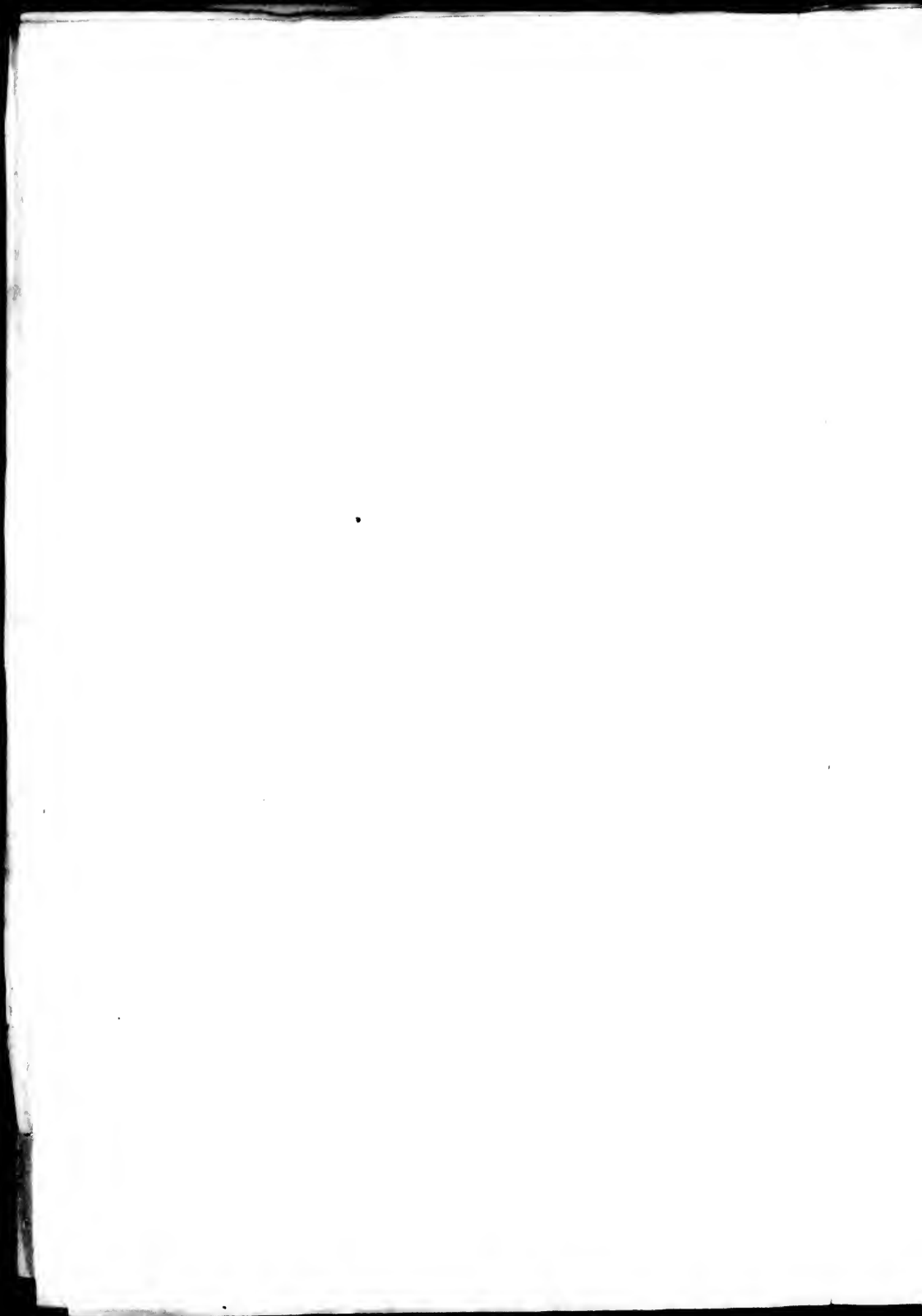
I have the honor to be, Gentlemen,

Your most obedient servant,

WILLIAM SCOTT,

*Civil Engineer.*

*Windsor, Canada West,* }  
*14th February, 1855.* }



## REPORT.

---

It would almost seem superfluous to enter here into the history of the past, were it not that some of our Legislatures are said to have taken a stand against granting a charter to this line of road, and deem, either in their wisdom or their selfishness, that no person ought to have a good thing except themselves, and that this District should be without a direct line of Railway, and the argument they use, "Oh, it will be a competing line to the Great Western Railway! and the country cannot support two lines." To those who are inhabitants along the line of route from Amherstburg to Buffalo, and cut off from all direct access to the great markets, no arguments are necessary to convince you of the fallacy of such reasonings, as you daily prove it by your toil and expenses in struggling over bad roads to bring yourselves and produce to market.

I hope also to be able satisfactorily to prove to all upright and just men, that you not only require a Railway Charter, but you also require the Railway, and that you are so much in earnest about the matter, that you are willing to pay your share in that road. I will also be enabled to convince them that it is not a competing line to the Great Western Railway

as I am fully assured if there were three lines running parallel across the peninsula to the Niagara river, with proper connections from the West, the whole three, if well managed, would get more than they could carry.

In looking to the history and settlement of Upper Canada, we find that it is of very recent date, as the population thirty years ago amounted to only 157,351 inhabitants, and in 1852 had increased to 962,000;—this population being spread over a large extent of country, the want of good common roads has been severely felt, and even up to this hour has not been remedied! Who that has traveled has not often floundered in the mud for six or eight hours going a dozen miles during the whole period of the Autumn and Spring, and often in Summer and Winter? Western Canada wants good common roads, but from their extent it is too late to begin them until her Railway system is complete. One hundred years would not complete her lines of internal communication, as laid down by the provincial authorities: are her Farmers to stand with folded arms, or flounder through the mud for want of good and sufficient Railways, when they can be so cheaply made, and let the prize held out by our recent treaties with the U. States pass away, and into the hands of the Western States, while they of Canada, hundreds of miles nearer the markets, and a fine soil and climate, are obliged to leave their lands untilled or to allow their stuff to rot on the soil? It is a well established fact, that if you carry 30 bushels of wheat by wagon, on a good common road, 130 miles, the cost

of transportation will eat up the proceeds; and 40 bushels of oats cannot be carried over 50 or 60 miles from the same cause! Now, the Great Western Railway carries one bushel of wheat or grain 230 miles for 8d currency, or at the rate of 7 1-2 cents for the 130 miles per bushel.

See how the farmer, situated on a Railway, stands with the above: Supposing wheat worth \$1 per bushel; 30 bushels carried 130 miles by wagon renders Farmer No. 1 nothing, while Farmer No. 2 pays only \$2.25 cents and pockets the proceeds, \$27.75 cents.

The line of the proposed route will, on an average, be over 20 miles from the route of the Great Western Railway, with bad cross-roads and only three points to approach it from the southern Townships between Windsor and London, 110 miles; east of that point, a great many would not be at a less distance from it than 25 or 30 miles. Now, if our Legislature will only look to this, they will see that the southern Townships will lose half their proceeds in carriage, and instead of adding to the wealth and happiness of the people, will only take them long journeys from home, and leading them into what, by all means, should be avoided—spending their hard earnings in road-side taverns, as well as valuable time that could be profitably employed in increasing their wealth and the prosperity of the Province.

The number of inhabitants that will be more or less accommodated by this line of road, will be 180,000, nearly one-fifth of the whole population of Upper Canada, and their rateable property amounts to nearly

£9,000,000 currency. It would not be too much to say that out of this, one-ninth, (20,000) are Farmers, heads of families, each cultivating 60 acres of land. Now, this would amount to 1,200,000 acres under cultivation of one kind or another. Give these people Railway communication and facilities of carrying off their produce, and one half will annually yield grain to the amount of 30,000,000 bushels, which, after supplying the wants of the population, will leave a large surplus for market; without Railway communication, (having next to no roads,) their prosperity will advance in a very slow ratio indeed.

A word now about the exclusiveness which wants to be put on the Great Western Charter, this was first granted to the London and Gore Railway, March 6th, 1834, and by another March 4th, 1837, their powers were extended from London to the Detroit River; but prior to this extension on the 20th of April 1836, the charter had been granted for a line of Railway from the Niagara to the Detroit River, and which charter was identical with the one now sought for by you. By this you will see that the Great Western had no priority, but rather the reverse, and yet the Legislature granted their competing line twelve months afterwards. A glance at the map will show you that if there are any real ground for members of the Legislature to take their stand on competing lines they would not as late as the 30th. of August 1851 have granted the charter to the Grand Trunk Railway, to run from Toronto to London and Sarnia, and in the plenitude of their powers, actually gave two Charters to rival

Companies to run from London to Sarnia over a very thinly populated country. The land between the Grand Trunk and Great Western tinted blue, is scarcely half the area of the land between the Great Western and the proposed Southern Railway, which is tinted pink, while in settlement, number of inhabitants, and wealth, the blue is far behind. This is where the competition may be expected, if any. I think I have clearly demonstrated that there can be no competition from the Southern line, as there is ample room for both. That the Great Western Railway is not capable of doing half the Detroit business can be clearly demonstrated.

The following property, intended to be forwarded over the Great Western Railway, was stored in the Michigan Central Railway Depot, and the different Warehouses in Detroit, on the 6th January, 1855:

Barrels Flour.....	32,600
Barrels Pork and Beef.....	5,213
Barrels Lard.....	4,111
Barrels Ashes.....	59
Bushels in bags.....	23,758
Bushels in bulk, in M. C. R. R. Wheat House, most of which will remain until the opening of navigation.....	50,000
Kegs Butter.....	800
Bales Sheep Pelts.....	200
Hides.....	500
Tons Miscellaneous Merchandise.....	200
Dressed Hogs at depot, and on their way from Chicago.....	3,000
Live Hogs—2,900 in different yards in Detroit, and 400 on their way from the country.....	3,300

And even while I now write the Dock at Windsor, some 600 feet long, by 60 feet wide, is covered with Flour and Hogs, three or four tiers high. I could multiply instances, but it would swell my report to a greater size than requisite. I shall quote only four from the Detroit papers. [See page 18.]

Independent of this the Southern Railway will not draw its supplies from the Central Michigan. It is

intended to put this line of Railway in connection with the Southern Michigan Railway, who cannot find outlets sufficient for their season's traffic, which amounts to \$30,000 per month, more than the Central Railway. And how gladly they would avail themselves of it, may be gathered from the fact that the new route thus opened would be fifty-two miles shorter from Chicago to Buffalo, than by the South Shore Road: besides, when the people of Erie take their periodical lunacy in tearing up track, the Southern Road would not be wholly depending on them for transit.

The construction of the line, estimates, and general facilities will next be laid before you. There are some portions of the line that I have not personally visited as time has been so limited since I received your instructions. I, however, feel perfectly satisfied that the estimates over that portion are equally correct with the portion I visited personally, as I have in my possession surveys made by other engineers, over that country, and my general knowledge of the localities, enables me to put faith in those surveys. I therefore recommend that the line be constructed from Amherstberg to Buffalo, as laid down on the map, and that it join the Buffalo and Brantford Road at Dumville, and either run over that line by agreement, to Buffalo, or else that an independent line be run along side of it. Should the former be adopted, it will save the construction of some thirty-five or thirty-six miles of Railway.



There is a particular feature in this scheme to which I would wish to draw your particular attention—that is, a proposal to pass under the Detroit River at Amherstberg by a Tunnel, or, rather, two Tunnels. When I began fully to digest the bearing and extent of this line of communication, as a link between the far west and Buffalo, I found that fifty miles in actual distance would be saved over any other line or route, it then occurred to me that to give this advantage its full force and bearing, it would be necessary to establish some mode of connection other than by ferry boat, as a compensation to the Suspension Bridge at the Falls, I carefully examined all the circumstances, assisted by the survey and soundings made by the corps of Topographical Engineers of the United States, and I have come to the conclusion that Tunneling is not only practical, but will remain a safe and certain passage when Suspension Bridges and other airy structures will be crumbled into dust. I apprehend that this Tunnel will be entirely in rock, and nature seems to have designed the spot I have chosen for some such work. I have appended sections and estimates which I feel satisfied will cover the work. Should it prove to be earth instead of rock, then Estimate No. 2, which is a considerable increase, will be the amount, as the tunnel will then require to be deeper under the bed of the river. The trains through those tunnels I would propose to haul by stationery power, situated on the Island, which power could also be employed to pump the rain water out of the tunnels, which would find entrance by the inclines. To some professional readers the inclines may appear steep, but I need only

mention, the Liverpool inclines 1 in 37, and the Glasgow and Greenoch incline 1 in 46, the first worked by stationary power, and the latter by locomotive, to calm their fears on that head.

I would propose to pass under the Niagara River near Black Rock, by similar means, as the soundings appear to be only 21 feet, and thus make a complete link between Chicago and New York. This latter plan I have not examined so as to be able to speak positively, but I apprehend there will not be any more difficulty than above.

I wish it understood that although I append the estimates for these tunnels, that I do not include them in the capital, as I apprehend these would be a joint affair between ourselves and the neighboring lines on each side of the water. All I can say, that while it would not increase the capital more than one-quarter, I believe it would increase the traffic 100 per cent.

### ESTIMATED TRAFFIC.

In estimating the traffic for a line of Railway so well situated as the Southern Railway of Canada, it is almost impossible to look forward to the grand results, both to the line and the Province generally. Considering the almost boundless extent and resources of the west, Chicago with her sixteen Railways, and the fertile and well settled State of Michigan lying between, some idea may be formed of the enormous amount of traffic by that on the Southern Michigan Railway.

THEIR RECEIPTS.

	1852.	1853.
In August were . . . . .	\$95,102	\$154,063
In September . . . . .	118,805	198,287
In October . . . . .	134,917	220,804

While in June of 1853 and 1854, a month usually slack in traffic, their receipts were \$118,966 and \$185,635. It is well known with greater outlets and facilities, this Railway could double her business.

ESTIMATE OF TRAFFIC.

We may, therefore, safely conclude our Foreign Traffic East to West and West to East, would amount:

110 Passengers each way daily, for 313 days, at \$300	
First Class . . . . .	\$309,870
80 Second Class Passengers daily, for 313 days, at \$250	\$2,600
Emigrants 15,000, at \$1.33 each . . . . .	20,000
Way Passengers, 60 per day each way, at \$1.50 . . . . .	169,020
1,000,000 bbls. Flour, 22 cts. . . . .	220,000
20,000 Hogs, at 80 cts. . . . .	16,000
Through and Way freight, 100,000 tons, 82.20 per ton . . . . .	220,000
2000,000 bushels of Grain, Local, at 10 cts. . . . .	200,000
Mails and Express . . . . .	25,000
Total Traffic . . . . .	<u>1,242,490</u>

In presenting you an estimate of the probable cost of the line, I would beg to remark that, placing it in comparison with the works on the Great Western Railway, there is the startling difference of nearly two-thirds less for the cost of construction, and may seem to many to fall short of what the actual cost may be; but you will remember that the ground is much more favorable for construction. Seventy miles of the west end will require little more grading than the mere soil thrown from the side drains to form the road bed. I apprehend that 5,000 yards per mile will

more than make the formation. while, in the eastern or more hilly portion, I would not go into any very heavy works to obtain a uniformity of grade, as I consider an undulating grade, within certain limits, preferable to either a long incline or a dead level. You will therefore perceive that there are 3,000,000 cubic yards nearly, after making the 70 miles, while the supply of ballast, easily obtainable on this route, is ample, giving a depth of eighteen inches for the whole length. And I may also add, that my experience and opinion on the Great Western Railway were against heavy works, but it was located and in progress before I joined that line. I had therefore only to carry out the plans as laid down. I can therefore say that I feel confident that a judicious laying out, and public letting in sections, will not materially increase this estimate; and I would remark that the ballasting is proposed to be done before opening the Railway for public traffic.

### PROBABLE ESTIMATED COST.

Estimate for the Southern Canada Railway from Amherstberg to Buffalo

Two Hundred and Twenty Miles :

2,860 acres of land (13 per mile) for right of way \$50 per acre, .....	\$143,000
220 miles of grubbing and clearing, at \$500 per mile, .....	110,000
220 miles of fencing at \$600 per mile, .....	132,000
220 miles of White Oak ties, \$700 per mile, .....	154,000
3,254,000 cubic yards of earth-work, at 20 cts. per yard, .....	650,800
900,000 cubic yards of ballast, at 25 cts. per yard, .....	225,000
Bridges, Culverts, &c. as per detailed estimate, .....	200,000
22,000 tons of Rails, (64 pounds per yard) at \$56 per ton, .....	1,232,000
900 tons of spikes, bolts and shafts, at \$70 per ton, .....	63,000
220 miles of track laying, at \$500 per mile, .....	110,000
10 wayside Station Buildings, at \$1,200 each, .....	12,000

Carried forward,

3,031,800

Brought forward.....	\$3,031,800
10 Stations for wooding and watering and buildings, \$3000 each, .....	30,000
Wharves, &c., at Amherstburg and Waterloo.....	150,000
Warehouses, &c. at termini and intermediate stations	200,000
	<hr/>
	3,411,800
14 miles of sidings for stations, &c., including signals, \$10,000 per mile.....	140,000
	<hr/>
	\$3,551,800
Add 10 per cent. contingencies, engineering, &c.,	355,180
	<hr/>
Total.....	\$3,906,980
40 Locomotive engines, at \$10,000 each,.....	400,000
40 First class passenger cars, at \$2,500 each,.....	100,000
30 Second class emigrant cars, at \$1,500 each,....	45,000
18 Baggage express cars, at \$1,500 each,.....	27,000
200 Freight cars, at \$800 each,.....	160,000
60 Platform cars, at \$500 each,.....	30,000
200 Ballast cars, at \$280 each,.....	56,000
Engine houses, Machine shops, Machinery &c.,....	200,000
	<hr/>
Capital, Total .....	\$4,924,980

### WORKING EXPENSES.

Repair of track, 220 miles, at \$500 per mile,....	\$110,000
Repair of buildings, &c., .....	3,000
do of Fences and gates,.....	1,400
Taxes,.....	10,000
Repairs of machinery and cars,.....	102,000
Expenses of operating Road,.....	340,000
	<hr/>
Total annual expenses,.....	\$566,400
Amount of Traffic, see page 9, .....	1,242,490
	<hr/>
	\$676,090

Surplus for dividend, being at the rate of 14 per cent. on the capital of \$5,000,000.

Here we have an estimate of \$5,000,000 for construction and a probable traffic that would return 14 per cent. on outlay, nor is this anything new in the history of American Railways, as it is well known, some of the western Railways have not only paid large dividends, but have actually re-constructed large portions of their Roads

out of their earnings. Let this session of Parliament pass over without a Charter for this line of Railway and I boldly assert that it will not only inflict a permanent injury on the southerh townships, but on the whole Province generally, as the opportunity once lost can never be recalled. Our neighbors over the water are too active ever to let an opportunity slip that will increase their dollars and cents, and if this outlet is denied them, they will soon find others.

I may here remark that subsidiary to the main line, a branch from Simcoe to Hamilton, would open up the whole of this country to Toronto and to the Grand Trunk Railway.

I have the honor to be, Gentlemen,

Your most obedient servant,

WILLIAM SCOTT.

*Civil Engineer.*

*Windsor, Canada West, Feb. 1855.*

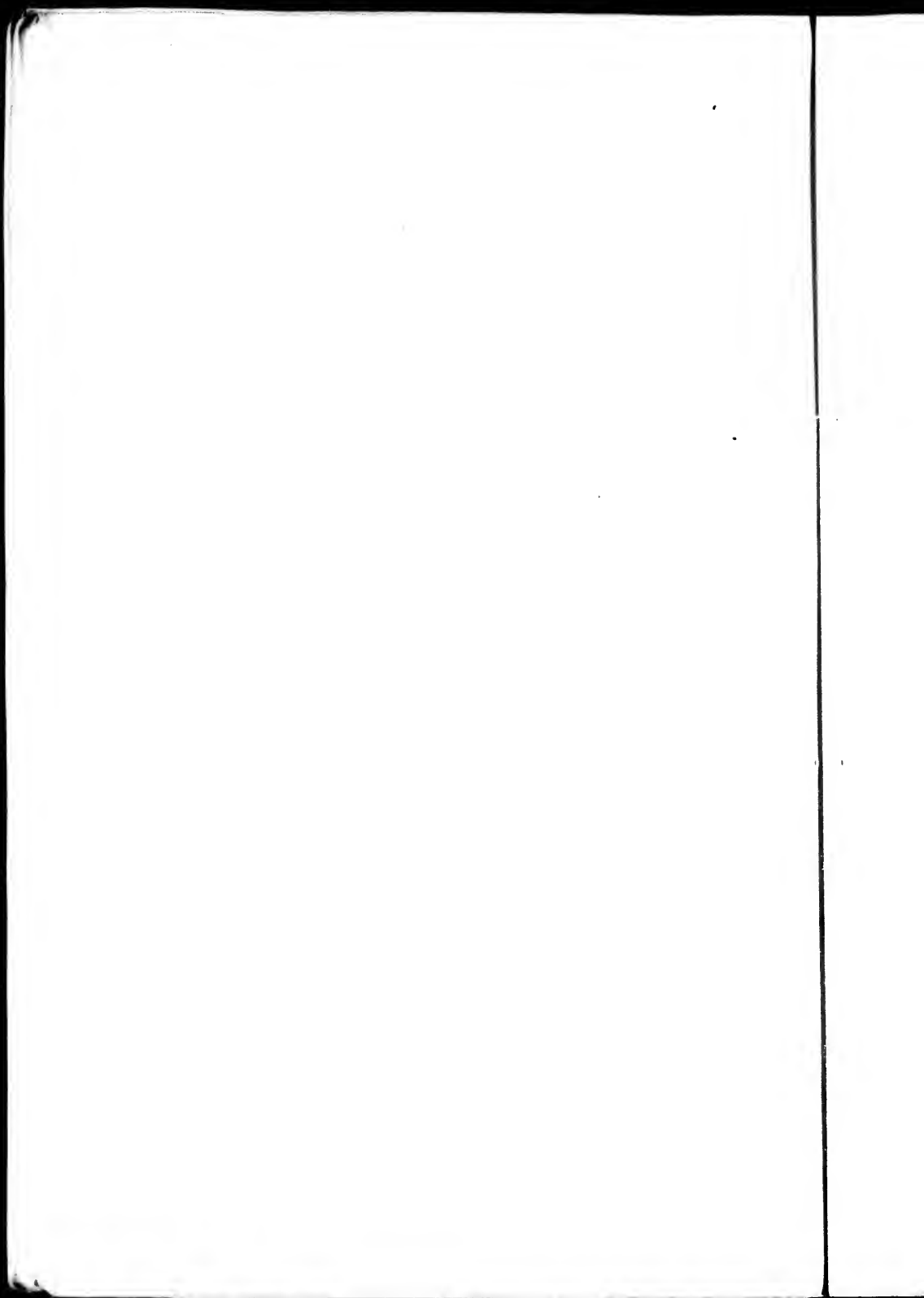
## APPENDIX.

## ROCK.

Estimate Number One, of Tunnel under Detroit River :	
141,000 cubic yards of excavation in rock, at \$1.50 per yard, .....	\$211,500
14,000 cubic yards of masonry in brick and cement, at \$9.50 per yard, .....	133,000
400 cubic yards Ornamental Fronts to Tunnels and Works, at \$10 per yard, .....	4,000
For Scaffolding, Shields, &c., .....	16,000
For pumps and Engine houses, .....	2,500
Four 10 Horse Pumping Engines, &c., complete, .....	8,000
For pumps, &c., .....	1,200
19,400 lineal feet of cast iron pipes, at 50 cts. per foot, .....	9,700
173,000 cubic yards of rock, open cutting, at \$1 per yard, .....	173,000
4,700 yards of drain at \$1.50 per yard, .....	7,050
Add for contingencies and engineering, .....	125,000
	<hr/>
	\$691,250
	<hr/>
Total,	£172,812.10

## EARTHWORK.

Estimate Number Two, for Tunnel under the Detroit River :	
188,000 cubic yards of earthwork in tunnel, at 70 cts. per yard, .....	113,600
60,000 cubic yards of masonry, brickwork in cement, at \$9.50 per yard, .....	570,000
400 cubic yards of masonry in 4 Ornamental Fronts at \$10 per yard, .....	4,000
Scaffolding, Shields, &c., .....	16,000
Engine and Pump house, .....	2,500
Four 10 Horse pumping Engines, &c., complete, .....	8,000
Pumps, &c., .....	1,200
19,400 lineal feet of cast iron pipes at 50 cents per yard, .....	9,700
460,000 cubic yards of earthwork, in open cutting, at 20 cts. per yard, .....	92,000
4,700 yards of drain at \$1.50 per yard, .....	7,050
	<hr/>
	\$824,050
Add for contingencies and engineering, .....	135,950
	<hr/>
	\$960,000
Total,	or £240,000





## ADDENDA.

### Receipts of Central Railroad Nov. 30th, 1854.

The following are the receipts per Central Railroad, for the last twenty four hours:

Flour, . . . . .	bbls	2,067
Wheat, . . . . .	bus.	8,033
Corn, . . . . .		963
Oats, . . . . .		3,125
Hogs, hds. . . . .		68
Cattle, head, . . . . .		73
Shorts, bags, . . . . .		100

### Market Article of the Detroit Advertiser Dec. 12th, 1854.

The market presents no features of interest beyond the sales of several lots of hogs at decreased rates. The supply is large, and exceeds the present demand. There were several lots shipped to *go* east by the Great Western Railroad. We regret to be obliged to state that this Road is not in such a state as to accommodate the large commercial interests which would seek to use it to transport produce through the winter; nor is the management such as to encourage the hope that it will be any better all winter. With the same energy and practical knowledge which has made the Michigan Central road one of the best conducted in the West, we believe there would be no difficulty in making the Great Western popular and profitable. We heard an extensive dealer in flour say to-day, that he had one thousand barrels of flour ready to send over the road immediately, but he dare not let it cross the river, for having been at the depot, he was informed by the manager there, that their freight cars were nearly all on a side track, under the snow, and he could not tell when they would be got out. The

same dealer said if J. W. Brooks was only at the head of the management of that road, he would purchase ten thousand barrels of flour in this market in less than three weeks. Now he dare not purchase a barrel. These complaints do not come from one individual. If Mr. Brydges will only visit Detroit, and hear the complaints of our merchants, he will be satisfied, that the "sleepy hollows" of the Great Western must be woke with more energetic management than has yet characterized this road, especially in its freight department, and that the revenues of the Company might as well be doubled, or quadrupled by activity and proper management, as not. We should think that the stockholders themselves, who have such a deep interest in having the receipts of the winter season large, that their dividends may be in proportion to their great outlay on this expensive road, would pay some attention to the very feeble efforts that have heretofore been made, to keep the rolling stock of this road up to the requirements of the business which seeks it as a channel of transportation. There is certainly necessary a thorough and radical change somewhere. As a duty to the interests of this city, we esteem it our place to call attention to this subject. We have our ears assailed day after day with complaints of the inability of this road to accommodate the trade. Last winter there was some excuse for the managers, though we believe then that more could have been done, if more experienced men had been at the head of affairs. This winter there is no reason why, at the very commencement of the most favorable season, every body should be disappointed in the facilities it is about to afford for doing a large business. It shows a want of foresight somewhere.

The receipts per Central Railroad to-day, were:

Flour, bbls.,	- - - - -	1,466
Corn, bu.	- - - - -	3,750
Hogs,	- - - - -	641
Pork, bbls.,	- - - - -	224
Shorts, bags.	- - - - -	250
Wool, lbs ,	- - - - -	3,000
Butter, lbs..	- - - - -	12,200

DECEMBER 14th, 1854.

The market presents some sales of produce to-day. A few lots of flour have changed hands. There is a large supply of pork here, and dressed hogs are selling at low rates, with a very slow inquiry even at the low rates. Here is a point where the want of accommodation by the Canada Railway is severely felt. There are now at least 800 hogs lying in the Central Railroad depot, which would be shipped to-morrow for the East if there could be any certainty that they would arrive at the end of the line in any kind of time. Another movement of a most retrograde nature has also been made. The manager demands that freights shall be pre-paid, so that the Company may be secured against their own blundering management, and shippers may have no redress for non-delivery. This is a new rule to try to bolster up want of capacity on the part of the managing head, but which we think must eventually work a great injury to its business, and will be the means of diverting a great deal of freight to other routes. That there is a general want of competency from the lowest to the highest grade of employees upon this road, is evident; as a single instance, we give the following: A firm who are heavy dealers in produce, and particularly in flour for the Boston market, sent over to Windsor a very superior lot of flour, which the manufacturer had put up in the very best manner, smooth barrels, tightly and neatly hooped, and the head ornamented with a handsome brand. When it was landed on the railroad dock, the freight clerk of the Canada Railroad Company who received, tallied each barrel as he counted it, not with a piece of chalk, but with a brush and one of the black marking pots used to mark boxes and packages of merchandize. When the shipper went over to see his flour, he found his handsome brands almost obliterated with a broad cross of black paint, which most effectually ruined the outward appearance of the lot of flour. When the clerk was asked if chalk would not have done as well, he said it would, but that he did not think of it. For the truth and correctness of this, we can give the names to any one who feels curious to know the particulars. Now certainly a man who knew no more about handling flour than that freight clerk, should not occupy such a responsible position. But this is only one of the instances of unmitigated incapacity. It is

such management which is stirring up the people of this part of Canada to petition for another charter. They are encouraged to do so by all the circumstances which surround them. With proper management there might be sent any quantity of flour, wheat, corn and pork over that road for the next four months. The delay of so much breadstuffs along the line of the N. York canal, and also along the shores of the lakes, will make an anxiety to get all forward that can be crowded over the road, and the very highest degree of ability ought to be employed by the managers of such a road, in their freight and transportation departments. The increased revenue of the road would easily pay for it. If, instead of receiving a nett income from freight of some \$10,000, they receive \$50,000 per month, surely it might be considered as a good investment, to receive at good salaries the services of competent men. But we doubt if any such ideas can be taken across in the "Transit."

The receipts per Michigan Central Railroad to-day, are:

Flour, bbls.,	- - - - -	1,800
Wheat, bush.,	- - - - -	533
Corn,	- - - - -	2,925
Oats, bush.,	- - - - -	400
Barley, bush.,	- - - - -	334
Highwines, casks,	- - - - -	415
Shorts, bags,	- - - - -	698
Pork, bbls.,	- - - - -	30

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DECEMBER 21st, 1854.

The market is but little changed to-day. In hogs there is rather better demand, with the most of those which were on the market cleared off, and as but few have come in by railroad to supply their places, the inquiry is good. Flour comes forward freely, and hopes are entertained that some of it may be sent forward, though there is little encouragement as yet. A gentleman who received and has on hand an order from the East, for four thousand barrels of flour, went over yesterday to examine and learn for himself what the chances were that it would be forwarded, before attempting to make any purchase. He informs us that he found much of that which

had already been ~~sent~~ over, piled up on the dock of the Railroad Company, uncovered and exposed to the weather, and none of the officials could inform him when it would be sent Eastward, as the cars were all taken up with Eastern freight "coming from the Falls." Our informant wanted to know what would be carried back, but he could not learn anything beyond the fact, that the cars would have to go back to bring the Eastern merchandize first! He asked us if it was possible that these men sent back the *freight cars empty?* We could not tell him. But it is well known that cars have gone back without anything in them, when there was freight enough lying on the dock to have loaded them twice over. Such a thing will not probably happen again, as we learn that the freight master has engaged about fifteen hands steadily, for the purpose of expediting business. But we cannot but call attention to the very great detriment which a want of confidence in this route makes in the business of our city. Here is an order for our produce to the amount of \$30,000, which, added to our business circulation at the present time, would be a most important relief, but owing to the condition of things on the other side of the river, the order cannot be used; our merchants lose the use of the money; our millers can not get rid of their manufactures, and consequently the farmers cannot sell their wheat for cash; and they are deprived of the money on which they would actually trade and lay in supplies, and make purchases. The influence of this mismanaging, therefore, does not stop at the freight office in Windsor, nor with the loss to the stockholders of the Great Western Railway; it pervades the whole business of Detroit, and to a great extent the State, as well as some of the cities and States to the West of us. The directors and stockholders may stand it as long as they please, and may think it all right, but the people of Michigan will seek a remedy, and have one too. That remedy will operate as a cut-off to the Great Western. A general railroad law, wisely projected, will eventually open up other outlets and connections, and our friends on the other side of the river will wake up too late to find that the swelling flood of commerce has been diverted into deeper and wider, and broader and easier navigated channels than that which lies across Canada, and they will find that whenever diverted, it will be no easy matter to get it back. The enlargement of the Erie Canal in the State of New York, affords them an example of the effects of unnecessary procrastination,

from which it would be well for the managers of the Great Western Railway to take warning. We warn them with the voice of a true friend to their best interests. It is for them to profit in time by our warnings, and not permit the "golden opportunity" to pass for ever out of their reach.

The receipts per Central Railroad to-day, are :

Flour, bbls.,	- - - -	1,296
Wheat, bush.,	- - - -	933
Corn, bush.,	- - - -	1,400
Beef, bbls.,	- - - -	60
Hogs, dressed,	- - - -	13
Live Hogs,	- - - -	2,400
Shorts, bags,	- - - -	100

—  
 Freight Office of the Michigan Central R. R. Co., }  
 DETROIT, FEBRUARY 20th, 1855. }

WILLIAM SCOTT, Esq.:

*Sir*—In answer to your note of this morning, (without going into detail, which would take a long time,) we will say,

- 45,000 barrels of Flour,
- 6,000 do Pork,
- 5,000 do Lard,
- 1,000 boxes of Bacon,
- 6,000 bags of Wheat,
- 3,000 do Grass Seed,

And at least 600 tons of Merchandize, various kinds. The above is not, perhaps, an over-estimate of the amount in store, which would have been largely augmented had the Great Western Railway been able to come up to the expectations of shippers.

Respectfully, Yours,

JOHN HOSMER, *Agent*,  
 Per OCKFORD.

