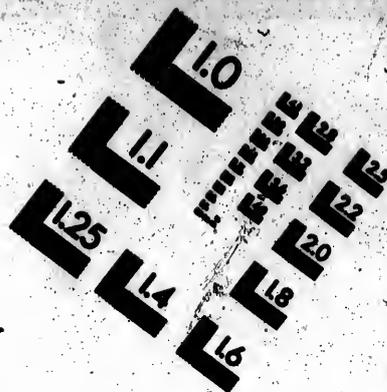
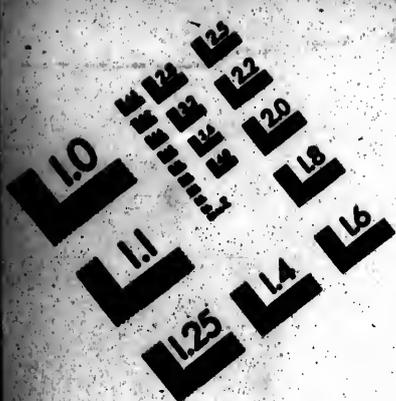




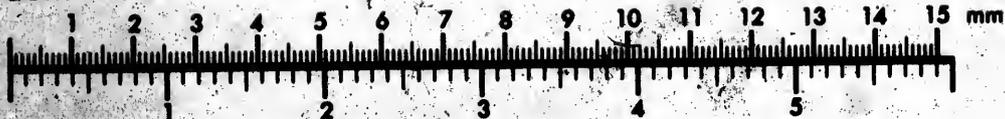
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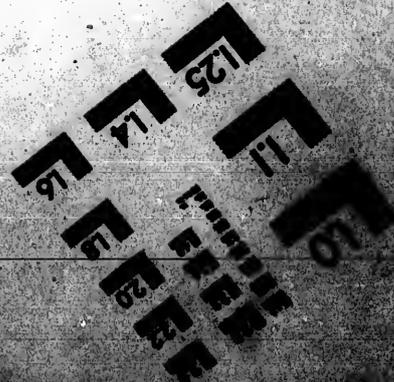
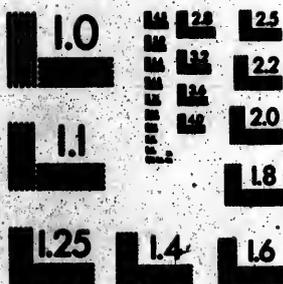
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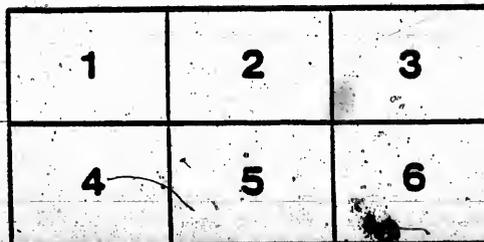
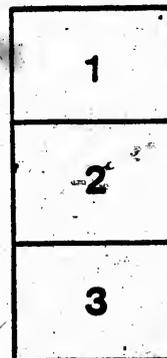
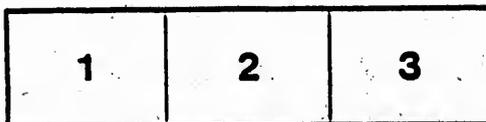
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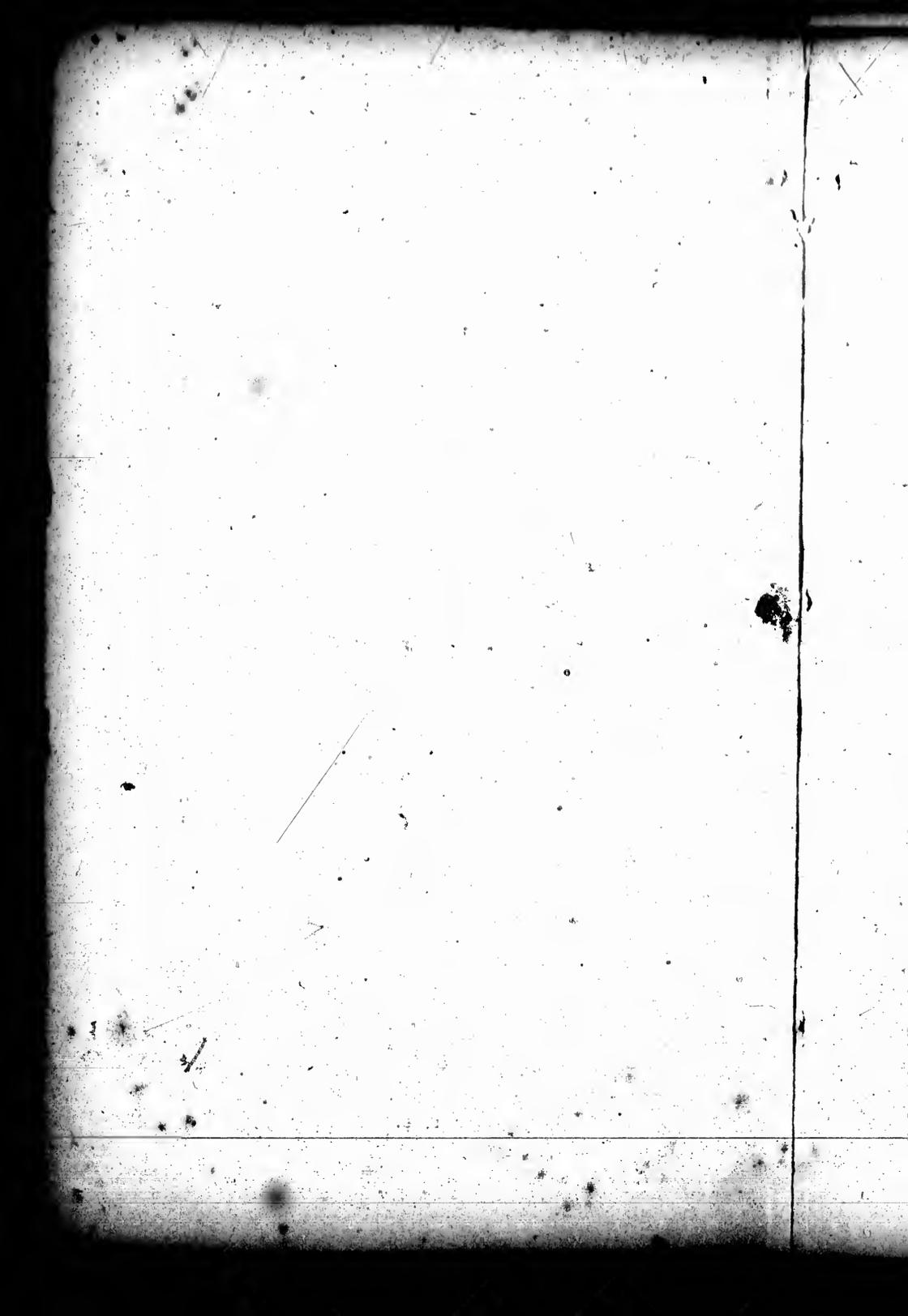
PORT HURON AND LAKE MICHIGAN

RAILROAD.

QUEBEC:

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1858.



REPORTS, STATISTICS

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RELATING TO

THE PORT HURON AND MICHIGAN RAILROAD.

AN ACT to incorporate the Port Huron and Lake Michigan Railroad Company.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the State of Michigan, That John Wells, Alvin N. Hart, Charles C. Hascall, Alfred L. Williams, Jesse F. Turner, Ira Porter, Edmund B. Bostwick and Thomas W. White, be and they are hereby appointed Commissioners, under the direction of a majority of whom subscriptions may be received to the Capital Stock of the Port Huron and Lake Michigan Railroad Company, hereby incorporated, and they may cause books to be opened at such times and places as they shall direct, for the purpose of receiving subscriptions to the Capital Stock of said Company, first giving thirty days' notice of the times and places of taking such subscriptions, in some newspaper printed at Detroit, and at the Seat of Government of this State, and in all papers published in the Counties through which the contemplated line of said Road passes.*

SEC. 2. *The Capital Stock of said Company shall be two millions of dollars, in twenty thousand shares of one hundred dollars each; and as soon as one thousand shares of said stock shall be subscribed, the Subscribers thereto, with such other persons as shall associate with them for that purpose, their successors and assigns, shall be, and they are hereby created a body corporate and politic, by the name and style of *The Port Huron and Lake Michigan Railroad Company*, with perpetual succession, and by that name shall be capable in law of purchasing, holding, selling, leasing and conveying estate, either real, or personal or mixed, so far as the same may be necessary for the purposes hereinafter mentioned*

and no further; and in their corporate name may sue and be sued; may have a common seal, which they may alter and renew at pleasure, and shall have, enjoy, and may exercise all the powers, rights and privileges which appertain to corporate bodies, for the purposes mentioned in this Act.

Sec. 3. Said Company hereby created, shall have power to construct a Railroad with a double or single track, from Port Huron, in the County of St. Clair, running westerly, until it shall intersect Lake Michigan, at or near the mouth of Grand River, with power to take, transport and carry property and persons upon the said Railroad, or any part thereof herein authorized to be constructed, by the power and force of steam, or of animals, or of any mechanical or other power, or of any combination of them, which the said Company may choose to use or apply.

Sec. 4. If said Corporation shall not, within five years after the passage of this Act, commence the construction of the said Railroad, and shall not, within fifteen years from the passage of this Act, construct, finish and put in operation the whole of said Railroad, then the rights, privileges and powers of the said Corporation shall be null and void as far as it regards such part of said Railroad as shall not be finished within the periods limited by this Act.

Sec. 5. Whenever one thousand shares of the Capital Stock shall have been subscribed, if within three years from the passage of this Act, the Commissioners shall call a meeting of the Subscribers at such time and place as they may appoint, by giving thirty days' public notice of such meeting, and shall lay the books of subscription before the Subscribers then present, and thereupon the said Stockholders, or a majority of them, shall elect seven Directors by ballot, a majority of whom shall be competent to manage the affairs of said company, and all of whom shall be Stockholders in the said Company; and said Directors are empowered to elect one of their number President; and on all occasions, when a vote of the Stockholders is to be taken, each and every share shall entitle the holders thereof to one vote, either by himself in person or by proxy.

Sec. 6. To continue the succession of President and Directors of said Company, seven Directors shall be chosen annually on the first Monday in October, at such place as may be appointed by the Directors; and if any vacancy shall occur by death, resignation or otherwise, of any President or Director, before the year for which he was elected shall have expired, such vacancy for the remainder of the year, may be filled by the Directors of said Company, or a majority of them. The President and Directors of said Company shall hold their office until a new election

of President and Directors. All elections which are by this Act, or by the By-laws of the Company, to be made on any particular day, may be made at any time within sixty days thereafter, notice of such meeting being given as prescribed in the preceding Section.

Sec. 7. A General Meeting of the Stockholders of the said Company shall be held annually, at the time and place appointed for the election of President and Directors; and a meeting may be called at any time during the interval between the said Annual Meetings, by the President and Directors, or by the Stockholders owning not less than one-fourth of the whole stock subscribed, by giving thirty days' public notice of the time and place of meeting; and when any such meeting is called by the Stockholders the particular object of such call shall be stated; and if, at any meeting thus called, Stockholders owning a majority of stock subscribed are not present, in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days without transacting any business; and if, within said three days, Stockholders having a majority of such stock do not attend such meeting, in person or by proxy, then the said meeting shall be dissolved.

Sec. 8 At each Annual Meeting of the Stockholders of said Company, it shall be the duty of the President and Directors in office for the preceding year, to exhibit a clear and distinct statement of the affairs of the Company; and at any meeting of the Stockholders, a majority of those present, in person or by proxy, may require similar statements from the President and Directors, whose duty it shall be to furnish them when thus required; and at all General Meetings of the Stockholders, those holding a majority of the stock subscribed, may remove from office any President, or any of the Directors of said Company, and elect others in their stead: Provided, notice of such intended removal has been given as hereinbefore provided.

Sec. 9. The said President and Directors, or a majority of them, shall have power to appoint, contract with and determine the compensation of all such officers, engineers, agents and servants whatsoever, as they may deem necessary for the transaction of the business of the Company, and remove them at pleasure; and the said President and Directors, or a majority of them, shall have power to determine the manner and evidence of the transfer of the stock in said company; and they shall have power to pass all the By-laws which may be necessary for carrying into execution all the powers vested in the Company hereby incorporated: Provided, such By-laws shall not be contrary to the Constitution or laws of the United States, nor of this State:

And provided further, that nothing in this Act contained shall extend or be construed to authorize the said Company to carry on the business of banking, brokerage, dealing in produce or any other business, except what properly belongs to a Railroad and Transportation Company, as hereinafter provided.

Sec. 10. For the purpose of constructing said Railroad or way, said Company shall have authority and power to lay out, designate and establish their Road in width not exceeding one hundred feet through the entire line thereof, and may take, have and appropriate to their use all such lands so designated for the line or construction of said Road; and for the purpose of cuttings and embankments, and for the obtaining of stone, sand and gravel, may take and appropriate as much more of land as may be necessary for the proper construction and security of said Road, and for constructing shops, depôts and other proper, suitable and convenient fixtures, in connection with, and as appurtenances to said Railroad, may take, have, use and occupy any lands on either side of said Railroad, not exceeding two hundred feet in width from said Railroad, the said Company taking all such lands as gifts, or purchasing or making satisfaction for same in manner hereinafter provided.

Sec. 11. The said Company, and under their direction, their agents, servants and workmen are hereby authorized and empowered to enter into and upon the lands and grounds of, or belonging to the State, or to any person or persons, bodies politic or corporate, and to survey and take levels of the same or any part thereof, and to set out and ascertain such parts as they shall think necessary and proper for making said Railroad with one or more sets of tracks or rails, and for all the purposes connected with said Railroad, for which the said Company, by the last preceding Section, is authorized to take, have or appropriate any lands, and to fell and cut down all timber and other trees, standing or being within one hundred feet on each side of said line of Railroad; the damages occasioned by the felling of such trees, unless otherwise settled, to be assessed and paid in manner hereinafter provided for assessing and paying damages for land taken for the use of said Company; and also to make, build, erect and set up in and upon the route of said Railroad or upon the land adjoining or near the same, all such works, ways, rails and conveniences, as may be requisite and convenient for the purposes of said Railroad; and also from time to time, to alter, repair, amend, widen or enlarge the same, or any of the conveniences above mentioned, as well for the carrying or conveying goods, commodities, timber or other things to and upon said Railroad, as for carrying or conveying all manner of materials necessary for making, erecting, furnishing, altering, repairing, amending, widening or enlarging the works of, or connected with said Railroad, and to contract or

agree with the owner or owners thereof, for earth, timber, gravel, stone or other materials, or any articles whatsoever, which may be wanted in the construction or repair of said Road or any of its works or appurtenances; and also, to make, repair, maintain and alter any fences or passages under or through the said Railroad, or which shall communicate therewith, and to construct, erect and keep in repair any piers, arches or other works in and upon and across any rivers or brooks, for making, using or maintaining the said Railroad and side paths, and also to construct, make and do all other matters and things which may be necessary and convenient for making, effecting and preserving, improving, completing and using the said Railroad, in pursuance of, and within the true intent and meaning of this Act, they the said Company, doing as little damage as possible in the execution of the several powers to them hereby granted, and first making satisfaction in manner hereinafter mentioned, for all damages to be sustained by the owners or occupiers of said lands, tenements and hereditaments, before appropriating the same to the construction of said Road; and it shall be lawful for the Company to enter upon, and take possession of, and appropriate to their own use in the construction of the said Road, any portion of the so called line of the Northern Railroad, which, by Acts of the Legislature, approved April 2nd, 1841, and March 9th, 1843, respectively, was converted into the Northern Waggon Road; and the State hereby releases to said Company, all her rights, privileges and immunities to such portion of the line of said Road as the Company may deem proper to use in constructing the aforesaid Railroad.

Sec. 12. The said Company shall have power and authority to receive, take and hold all such voluntary grants and donations of land and real estate for the purposes of said Railroad, as may or shall be made to said Company, to aid in the construction, maintenance and accommodation of said Railroad, and said Railroad and said Company may contract and agree with the owners or occupiers of any lands upon which the said Company may wish to construct the said Railroad or Way, or which said Company may wish to use or occupy for the purpose of, excavation, or of procuring stone, sand, gravel, earth or other materials, to be used in embankments or otherwise, in or about the construction, repair or enjoyment of said Railroad, or which the Company is authorized or empowered by this Act to take, have or appropriate any lands, and to receive and take grants and conveyances of any or all such lands, and of any or all interests or estates therein, to them and their assigns, in fee or otherwise, and in case said Company cannot agree with the owners or occupiers of such lands as aforesaid, so as to procure the same by the voluntary deed or act of such owner or occupier thereof; or if the owners or occu-

piers, or either or any of them, be a *seme covert*, under age, *non compos mentis*, unknown or out of the county in which the land or property wanted may lie or be situate, application may be made to the Circuit Court Commissioner, County Judge, or Judge of Probate of such County in which the lands are situate, or a Judge of the Supreme Court, for an assessment and inquisition as hereinafter provided.

Sec. 13. Previous notice of such application shall be given to the owner or occupier of the land to be taken, either by personal service of such notice three days before making such application, or by public advertisement for three weeks previous to such application, in some newspaper published in the same County, if there be one, and if there be none so printed in the same County, then such notice to be published in a newspaper printed in an adjoining County, if there be any newspaper printed in an adjoining County, and if there be no paper so printed in an adjoining County, such notice to be published in the State paper if there be one, and if there be none, then in some newspaper printed in the City of Detroit; such notice shall describe the land proposed to be taken by the Company, or touching which damages are to be assessed, by the section and quarter section, or if in a City or Village, by the section, block and number of lot, or by some other suitable and proper description; and any irregularity or defect touching such notice, shall be taken advantage of in shewing cause against the confirmation of the assessment or inquisition or damages had or found, and not otherwise; evidence of the publication of such notice may be perpetuated by an affidavit duly made by the printer or publisher of the newspaper in which such notice was published, or some disinterested person knowing the fact; such affidavit when made within three months after the last publication of such notice, shall be *prima facie* evidence of the facts therein set forth.

Sec. 14. The Commissioner or Judge to whom such application shall be made, shall thereupon proceed to the office of the Clerk of said County, and direct him to draw twelve names from the petit jury box of the County, and the clerk shall thereupon draw twelve names from such box accordingly, and the said Judge or Circuit Court Commissioner, to whom such application was made, shall thereupon issue his warrant, under his hand and seal, inserting therein the twelve names so drawn by the Clerk, and the twelve names so drawn from the petite jury box, shall be thereupon deposited again by the Clerk in said box, and the warrant so issued as aforesaid shall be directed to the Sheriff of said County, or if the Sheriff be interested, then, to one of the Coroners of said County, or

in case the Sheriff and Coroners be jointly or severally interested, to some constable of said County, requiring him to summon the twelve persons whose names are inserted in such warrant, as jurors, to meet on or near the land or property, or materials to be valued, or touching which damages are to be assessed, on a day named in said warrant, not less than five nor more than ten days after the issuing of the same, and if, at the said time and place, any of the persons summoned do not attend, the said Sheriff or Coroner shall immediately summon as many as may be necessary, with the persons in attendance as jurors, to furnish a panel of twelve jurors, and from whom each party, or his, her or their agent or attorney, or if either be not present in person or by agent, the Sheriff or Coroner for him, her or them, may strike off three jurors, and the remaining six shall set as a jury of inquest of damages, and before they act as such, the Sheriff or Coroner shall administer to each of them an oath or affirmation, that they will justly and impartially value the damages which the owners or occupiers have sustained, or will sustain, by the use or occupation of the land, or the taking of the materials or other property, required by the said Company, and the said jury shall reduce their inquisition to writing, and shall sign and seal the same, and two originals of such inquisition, shall be made and executed on the same day, one of which shall be delivered to the said Company, and the other to the party claiming compensation; and the property taken, and the boundaries of the land to be taken or occupied by the said Company, touching which the inquisition is made, and a map thereof shall be set forth in such inquisition; and such inquisition shall be fyled in, and shall also be confirmed by the Circuit Court of said County, at its next session, upon motion for that purpose made, if no sufficient cause to the contrary be shewn, and when confirmed, the same shall be recorded by the Clerk of such Court, at the expense of said Company, but if not confirmed, another inquisition may be taken in the manner above specified.

Sec. 15. And the money assessed as the valuation in any such inquisition, which shall have been confirmed, being paid or legally tendered to the party entitled to the same, the property so taken and valued shall immediately thereupon vest in such Company as fully as if the same had been transferred by lawful deed by the owner or occupier thereof, for such term of time as the same may be required for the purposes authorized by this Act; and in case the party entitled to receive such money shall not appear before the jury which makes the inquisition, and make claim to such lands, or shall not appear to demand or accept the money assessed as the valuation in any such inquisition, then a deposit with the Treasurer of this

State, of the amount of money assessed as the valuation or damages by any such inquisition, together with a certified copy of the inquisition, shall be considered equivalent to payment or a tender thereof to the person entitled to the same; and the State Treasurer shall receive and keep account of all monies so received into the State Treasury, and shall pay them to the parties entitled thereto, on the order of the Chancellor or of a Justice of the Supreme Court; and such inquisition, when confirmed, shall have the effect of a judgment, and execution may be ordered to issue thereon against said Company, in favor of the person to whom damages were awarded by such inquisition and confirmation thereof, at the expiration of sixty days from the time of such confirmation, unless prior thereto said Company shall have satisfied the damages found or assessed by such inquisition in manner aforesaid; and if at any time it shall by any means happen that said Company shall be in possession or occupancy of any land, the title to which, or the full right of use and occupancy whereof, for the purposes of said Company in manner aforesaid, shall not have been duly relinquished to or vested in said Company, then, in any and all such cases, said Company may acquire such title or rights of use and occupation by voluntary grant thereof, or by inquisition thereupon and therefor, to be made and found, and the payment of the value or damages found or assessed in manner and form above prescribed; and the Commissioner or Judge issuing the warrant, and the Sheriff, Coroner or Constable, and Jurors to be summoned under this Act, shall be entitled for the services rendered by them, to such compensation as may be fixed therefor by the Chancellor or a Justice of the Supreme Court, by an order for that purpose to be made by him, and which costs shall be paid by said Company.

SEC. 16. Whenever in the construction of said Railroad it shall be necessary to cross or intersect any established Road, it shall be the duty of the said Company so to construct said Railroad across such established road, as not unnecessarily to impede the passage of persons or property along the same; and when it shall be necessary to construct it through the lands of any individual, it shall be their duty to provide for such individual proper waggon ways, and keep the same in repair, across said Railroad, from one part of his land to another.

SEC. 17. If said Company shall neglect to provide proper waggon ways across said Railroad, and keep the same in repair, as required by the preceding Section of this Act, it shall be lawful for any individual to sue said Company, and to recover such damages as a court or jury may think him, her or them entitled to for such neglect or refusal on the part of said Com-

pany. When it shall be necessary for the convenience of the public, or persons receiving or sending property by said Railroad, the said Company shall permit side tracks to intersect their main Road, at any depôt on or along the line of said Road; and that such persons shall be entitled to have any property taken from such side tracks, under the direction and regulations of said Company, without unreasonable delay.

SEC. 18. If it shall be necessary for the said Railroad Company, in the selection of the route or the construction of the said Railroad, to be by them laid out and constructed, or any part of it, to connect the same with, or to cross any Railroad, canal, dam or bridge made or erected by any incorporated Company, or authorized by any law of this State, it shall be lawful for the said Company to contract with such other Corporation for the right to cross or use such road, canal, dam or bridge, or for the transfer of such of the corporate or other rights and privileges of such Corporation to the said Company hereby incorporated, as may be necessary in that respect, and every such other Corporation acting under the laws of this State is hereby authorized to make such contract or transfer by and through the agency of the persons authorized by the respective Acts of incorporation to exercise their corporate power, or by any persons who are by the laws of this State entrusted with the management and direction of such Railroad, canal, dam or bridge, or any of the rights or privileges aforesaid, and every contract or transfer made in pursuance of the power and authority hereby granted, when executed by the several parties under their respective corporate seals, shall vest in the Company hereby incorporated, all such rights and privileges, and the rights to use and enjoy the same as fully as they are used and enjoyed by the said Corporation in whom they are now vested.

SEC. 19. The said Company shall have power to purchase with the funds of the Company, or contract for and place on any Railroad constructed by them under this Act, all machines, waggons, carriages or vehicles of any description which they may deem necessary and proper for the purposes of transportation, on said Railroad, and they shall have power to charge for tolls and transportation, such sums as shall be lawfully established by the By-laws of said Company; and it shall not be lawful for any other Company, or any other person or persons, to transmit any passengers or merchandize, or property of any description whatever, upon said Railroad or any part of it, without the license or permission of said Company; and the said Railroad, with all its improvements, works and profits, and all machinery used on said Railroad for transportation, and all the machine shops, depôts, buildings and edifices connected with said Railroad, shall be vested in the said Company

forever; and the shares of the Capital Stock of said Company, shall be considered personal property, and shall be transferable on the books of said Company, agreeably to the By-laws of said Company, and subject to be taken in execution, agreeably to such laws as are or may be hereafter in force.

Sec. 20. The said Company shall have full power and authority to ask for, demand, recover and take the tolls or dues to and for their own proper use and benefit, on all goods, merchandize and passengers, using or occupying the said Railroad, or any other convenience, erection or improvement built, occupied or owned by the said Company, to be used therewith; but such tolls or dues shall not exceed the maximum authorized to be charged by the Michigan Central Railroad Company, for corresponding distances; and they shall have power to regulate the time and manner in which goods and passengers shall be transported, taken and carried on the same, as well as the manner of collecting all tolls and dues on account of transportation and carriage, and storage, and shall have full power to erect and maintain such toll houses and other buildings, for the accommodation and proper transaction of their business as to them may seem necessary. Said Company may charge and collect a reasonable sum for storage on property transported by them on said Road, on delivery thereof at any of their depôts, which property shall have remained so stored more than five days after notice to owner or consignee, if known, at his usual place of business or residence, or after notice by mail sent to owner, if consignee not known: And said Company shall transport merchandize and property and passengers, upon said Road without partiality or favor, and with all practicable despatch, under a penalty, for each violation of this provision, of one hundred dollars, to be recovered by the party aggrieved, in an action of debt against said Company; but soldiers, sailors, and marines, and officers of the army and navy of this State, or in the service of the United States, and arms, ordnance, military stores and munitions of war, shall take precedence of other persons or property, first in favor of this State, second of the United States.

Sec. 21. Whenever it shall be necessary for the construction of their Railroad to intersect or cross any stream of water or water course, or road or highway, lying on the route of the said Railroad, it shall and may be lawful for the Company to construct their Railroad across or upon the same: Provided, that the said Company shall restore the stream or water course, road or highway thus intersected or crossed to its former state, or in a sufficient manner not unnecessarily to impair its usefulness.

Sec. 23. The said Company may annually or semi-annually, make such dividend as they may deem proper of the net profits, receipts or income of the said Company, deducting the necessary expenses, and they shall make the dividend among the Stockholders of the said Company in proper proportions to their respective shares.

Sec. 23. It shall be lawful for the Directors to require payment of the sums subscribed to the Capital Stock of said Company, at such times and in such proportions, and on such conditions as they shall deem proper and necessary in the execution and progress of the work, and direct the same to be paid to the Treasurer of the Corporation. And the Treasurer shall give notice of all such assessments; and in case any Subscriber or Stockholder shall neglect to pay any assessment on his share or shares for the space of thirty days after the time in such notice specified for the payment thereof, as shall be prescribed by the By-laws of said Corporation, the Directors may order the Treasurer to sell such share or shares at public auction, after giving such notice as may be prescribed as aforesaid, to the highest bidder, and the same shall be transferred to the purchaser on the books of the Company by the President thereof; and such delinquent Subscriber or Stockholder shall be held accountable to the Company for the residue of the assessments, not satisfied by the proceeds of such sale of his share or shares, if sold for less than the assessments due thereon, with the interest and costs of sale, and such costs and interests to be first paid from the proceeds of such sale, and shall be entitled to the surplus if his share or shares shall sell for more than the assessments due, with interest and costs of sale: Provided, however, that no assessment shall be laid upon any shares in said Corporation for a greater amount in the whole than one hundred dollars upon each share.

Sec. 24. The Directors shall have full power to conduct the affairs of said Company, and to exercise any powers which said Company might exercise, except where provision is made by this Act for the exercise of such powers by the Stockholders at their Annual or Special Meetings, or where the powers of the Directors may be restrained by the laws of said Company.

Sec. 25. The Directors of said Company shall annually, on or before the twenty-fifth day of January, make a report to the Secretary of State, which shall embrace the business of the preceding year, to the first day of January, stating the length of their Road in operation, cost of construction, and the indebtedness of the Company for materials or work in progress of delivery or execution on account of construction, as near as can be conveniently ascertained, and all other indebtedness,

If any there be; the amount of Capital Stock subscribed, and the amount actually paid in; and the amount of all loans made by said Company for the purpose of constructing said Road, the amount of dividends, the names of the Stockholders, with the amount of stock owned by each, respectively; receipts from freight, from passengers and from all other sources on account of operating the Road, the number of through and way passengers respectively; the expenditures for the repairs of the Road; for repairs of engines and cars, and other expenditures, which three items shall include all the expenditures for operating the Road, and the expenditures made for construction during the year; the number of engines, of passenger, freight and other cars; the average number of men in employment of the Company; the number of miles ran by passenger, by freight and other trains; which report shall be verified by the affidavit of at least two of the Directors, and filed in the office of the Secretary of State.

Sec. 26. The said Company shall pay to the State an annual tax of one half of one per cent, upon its Capital Stock paid in, including all loans made by said Company, for the purpose of constructing said Railroad, until the first day of February, A. D. 1875, and thereafter, an amount of three-fourths of one per cent, on the Capital Stock paid in, including all loans made to said Company; which tax shall be paid in the last week in January in each year, to the State Treasurer, and the property and effects of said Company, whether real, personal or mixed, shall, in consideration thereof, be exempt from all and every tax, charge and exaction by virtue of any laws of this State now or hereafter to be in force, except penalties by this Act imposed.

Sec. 27. The State shall have a lien upon the Railroad of said Company, its appurtenances and stock thereon, for all penalties, taxes and dues which may accrue to the State from said Company, which shall take precedence of all other debts or demands, judgments or decrees against said Company; and every inhabitant of this State shall have a lien upon said Railroad, stock and appurtenances, and upon the property of said Company for all penalties dues or demands against said Company to the amount of one hundred dollars, originally contracted within this State, which, after said State lien, shall take precedence of all other debts or demands, judgments or decrees, liens or mortgages against said Road or Company.

Sec. 28. If any person shall wilfully or maliciously do, or cause to be done, or aid in doing or causing to be done, any act or acts whatever, whereby any building, construction or work of said Company, or any engine, machine or structure, or

any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending, shall be guilty of a misdemeanor, and may be punished upon conviction, by fine, or by imprisonment not exceeding five years, or both, at the discretion of the Court; and shall forfeit and pay to said corporation treble the amount of damages sustained by means of such offence or injury, to be recovered in the name of the said Company, with costs of suit, by action of trespass, or trespass on the case.

Sec. 29. Said Company shall at all times, if required by the Post Office Department, transport the United States Mail upon said Road, as often as their cars shall pass thereon, not exceeding twice in each day, for such compensation as shall be agreed upon by said Company and the said Department; and in case no such agreement can be made, it shall be lawful for the Governor of this State to appoint one Commissioner and said Company one, who, in case they cannot agree, shall appoint a third Commissioner, which said Commissioners or a majority of them, shall agree upon and fix the prices, terms and conditions of transporting such Mail, after fifteen days' notice to said Company: Provided, that nothing herein contained shall be construed to require any of the vehicles of said Company to wait at any office for the change of Mail.

Sec. 30. The Legislature may at any time alter, amend or repeal this Act, by a vote of two-thirds of each branch thereof, but such alteration, amendment or repeal shall not be made within thirty years after the passage of this Act, unless it shall be made to appear to the Legislature, that there has been a violation by the Company of some of the provisions thereof.

Sec. 31. This Act shall take effect and be in force from and after its passage.

Approved, January 30, 1847.

An Act to Amend Section Four of An Act intituled, "An Act to incorporate the Port Huron and Lake Michigan Railroad Company, approved January 30th, 1847.

Sec 1. The People of the State of Michigan enact, that Section Four of an Act intituled, "An Act to incorporate the Port Huron and Lake Michigan Railroad Company, approved January 30th, 1847," be amended, by striking out the words "five" and "fifteen," in said Section, and inserting "ten" and "twenty," so that Section, as amended, shall read as follows, to wit:

"Sec. 4. If said Corporation shall not, within ten years after the passage of this Act, commencing the construction of the said road, and shall not, within twenty years from the passage of this Act, construct, finish and put in operation the whole of said Railroad, then the rights, privileges and powers of said Corporation shall be null and void, as far as it regards such part of said Railroad as shall not be finished within the period limited by this Act."

Approved April 7, 1851.

NORTHERN ROAD.

TRACY MCCRACKEN'S REPORT ON NORTHERN ROAD.

To the Honorable the Board of Commissioners of Internal Improvement for the State of Michigan.

GENTLEMEN,—In accordance with your instructions, I have made a survey and estimate for the Northern Railroad, and beg leave, on the completion of that duty, to present the following Report, together with a map and profile of the country.

Previous to calling your attention to the different line examined, it will be well, perhaps, to state the views I have entertained in regard to the immediate and future importance of the Northern Railroad; since a correct knowledge of the objects sought to be obtained by the construction of the Road, is of paramount importance as a guide in the first reconnoissance of the country, preliminary surveys, and final location and arrangement of the graduation of the whole Road, in reference to the immediate and future amount of business likely to occur.

It appears obvious that the Road is to be constructed, not only for the accommodation of the inhabitants in the immediate vicinity of the route and adjacent district, but also as an essential link in the great chain of railroads, finished or in progress, from New York and Boston to the valley of the Mississippi and the far west. It is, in fact, almost a direct line to pass from Albany on the great thoroughfare through the principal cities of western New York; thence through Canada by the Great Western Railroad to the St. Clair River; and thence through the geographical centre of Michigan by the Northern Railroad to Lake Michigan; thence to Milwaukee and Cassville, in the centre of the mineral district on the Mississippi. That this Road, when constructed, will receive a very large share of the constantly increasing travel through this State, east and west, is evident, for several reasons:

First,—It will be a saving of one hundred and twenty-seven miles in distance by the route through Canada to the St. Clair, and through this State to Lake Michigan, compared with the present

thoroughfare of Lake Erie, and the most direct route there can be obtained to any port on Lake Michigan.

Secondly,—The rapid, certain and regular communication by railroad, at nearly all seasons of the year, and the saving in time and money, is an object not likely to be forgotten or undervalued by the traveller. As the importance of this Road as a great thoroughfare for that portion of the travel passing entirely through or out of the bounds of the State, will depend partially on the location and timely completion of the Great Western Railroad through Canada, it seems an incumbent duty to inquire and ascertain, so far as possible, what the prospects are for a vigorous prosecution of that work.

The surveys were made last fall, and the work commenced in the spring, at Hamilton, by a Company who have obtained a loan from the Government of Upper Canada of eight hundred thousand dollars, which, in connection with their own resources, will probably ensure a speedy completion of the works. The line of the Road is established as far as London, a distance of seventy-seven and a half miles from Hamilton. From London, West, further surveys are to be made the present season to Lake Huron, on any point most eligible between these and Amherstburgh, with the exception of the Town of Sandwich. If, in the final location of the Road, the cheapest and most direct line is adopted, it will unquestionably terminate at some point on the St. Clair River, as the distance from London to Sarnia, at the foot of Lake Huron, or to the St. Clair River, opposite Palmer, is but fifty-eight and a half miles, and the route favorable for the construction of a Railroad. The distance from London to Detroit is one hundred and fourteen miles, and to any point on the Detroit River, south, would be still further.

The natural resources of the country which the construction of the Northern Railroad would certainly develop, (as it will open a communication through the heart of the mineral district of the State,) is a matter of primary importance, not only with regard to the large amount of tonnage the minerals would necessarily furnish for transportation, but also as a source of wealth to every part of the State. The tier of counties through which the road will probably pass, is comparatively new, consequently, the innate wealth they possess is but partially developed; but the geological survey now in progress will, if it has not already, establish the fact that bituminous coal, salt, iron, gypsum and limestone are to be found in abundance, in the Counties of Shiawassee, Clinton, Ionia and Kent, and contiguous to the line of the Northern Railroad. The County adjacent to this is, from its physical condition, (being supplied with an abundance of water power, an almost unlimited quantity of valuable timber, such as pine, oak, black walnut, red beech, with other varieties, and rich soil,) capable of supporting a dense population.

The surplus of timber in the interior, would naturally seek the Railroad for an outlet to the great waters at either extremity of the line; as this surplus gradually diminishes, the country would become thickly settled, and must eventually grow a large amount of grain for exportation, which would, in exchange for various articles of commerce, be likely to seek that channel affording the safest, most direct, and cheapest means of transportation.

The future amount of this branch of business would at present be hardly susceptible of computation, it would, however, furnish a large amount of tonnage. In a grazing country; this branch of business would be of small moment, although the amount of tonnage of its imports would not differ essentially; but the amount of its exports, when compared with wheat growing districts would present a wide difference in favor of the latter. The construction of this Road will materially augment the value of lands in its vicinity. This is a necessary consequence of the opening of a direct and rapid line of communication, which is to be a great thorough-fare, by means of which, immigration from the east will pass into the interior of the State, or through it to Wisconsin and the far West. As the construction of this Road is already determined upon, and a sum of money appropriated for the commencement of it, any estimate by me for the purpose of exhibiting the direct revenue to be divided from the road when completed, would probably be deemed uncalled for and superfluous, and if attempted, an approximation to the truth would be all at that could be expected. It may, however, be remembered, that in the same manner that the inhabitants of the Western States have contributed to pay for the construction of the Erie Canal in the State of New York, those still West of Michigan will eventually pay for her works of internal improvement. Should it be said that the travel and amount of tonnage for transportation gradually decreases, proceeding West, it should also be borne in mind that the cost of constructing Canals and Railroads in this State, will, in consequence of the favorable formation of the country, decrease at least in as great a ratio; and that the rapidity with which the country is settling, is an earnest of the future business of the Road. The peninsulated situation of this State is remarkably favorable for an early completion of the system of internal improvement already commenced, as access can be had, not only to both sides of the State by water, but far into the interior by means of numerous rivers having their outlet at the East, North and West which would prove advantageous to the Northern Railroad, should it be deemed requisite to commence at different points on the line.

In the first stage of the settlement of a new country, situated as this is, the enterprising pioneers in the wilderness, many of them men of education, talent and influence, usually locate

themselves on the borders of rivers and streams of sufficient size to answer the purpose of public highways, and also furnish hydraulic power, which, in connection with a forest of uncultured and valuable timber, is a source of immediate convenience and wealth.

As the population increases, Villages spring into existence, and the attention of the inhabitants, (ever watchful of their own interests,) is directed to various objects of improvement; and particularly to Canals and Railroads, as being the most perfect channels of communication yet devised for the transition of passengers and articles of commerce. In the accomplishment of these objects the enterprise, skill and industry of nearly all classes would be called in requisition, and inducements offered to many from a distance to become permanent residents in the country. Any emergencies arising from the furtherance of these projects, will act as an incentive in increasing the population, business and amount of industry throughout the State.

In the projection of a Railroad designed as a great thoroughfare through a country that has been long settled and become densely populated, it is frequently the case that local jealousy, interest and wealth, concentrated at some point situated off from the most direct and eligible route, will either dictate a location of the Road, at variance with the general good, or defeat the project entirely. I do not mean to infer that the inhabitants of a new district, but thinly settled, are less watchful of their own interests, or that equal jealousies would not exist, but that these conflicting interests would more readily succumb to the benefit of the public.

With the foregoing general remarks, we may pass to a more definite description of the country over which our surveys have extended.

The Act of the Legislature authorizing the construction of the Northern Railroad, directs that it shall commence at Palmer, or at or near the mouth of Black River, in the County of St. Clair, and terminate at the navigable waters of Grand River, in the County of Kent, or Lake Michigan, in Ottawa County; and that it shall be located on the most direct and eligible route between the termini above mentioned.

In conformity with my instructions, two parties were formed, and surveys commenced simultaneously at Palmer and the mouth of Black River, on the 29th day of May, which survey terminated at Grand Haven on the 8th of August.

The various lines which have been minutely surveyed, amount in their aggregate distance, to three hundred and forty miles, comprising three entire routes from the St. Clair River to Lapeer, and two from there to Flint; also, several different lines in the western part of the State, in the vicinity of Kent.

In the selection of these different lines, I have endeavored, so far as was left discretionary with me, to select a route which might combine economy in its construction and cost of traction when completed; the general accommodation of the inhabitants; development of the resources of the country; and as a thoroughfare, as direct a line as practicable.

In presenting the different lines delineated on the map, I would not propose that any one of them should be selected as the best for a definite location which the country admits; although, so far as the general features of the country are concerned, and the accommodation of the inhabitants in the interior Counties through which the route passes, it is probable that the main stem or line through the centre of the State will be satisfactory; but at the same time a minute and careful re-examination would probably point out alterations and improvements in many respects. But I am satisfied from the line run, that a very direct and feasible route has been obtained, which can be completed at a reasonable expense.

The favorable formation of the general features of a country does not decrease the difficulty of selecting the best route; but on the contrary, presents a much broader range for examination, admitting a variety of feasible and different routes, and to adjust their relative claims requires much discretion, and frequently instrumental examinations. The line is divided into three divisions, eastern, middle and western, as follows, to wit:

The eastern division, extending from St. Clair River to the village of Mount, Genesee County, a distance of sixty-four miles and thirty-seven chains, embracing the principal summits at the head of Belle River.

The middle division, extending from Flint to Lyons, on the Grand River, a distance of sixty-three miles and seventy-five chains.

The western division, extending from Lyons to Grand Haven, at the mouth of the Grand River, a distance of seventy-three miles and sixty chains.

Amount of straight line from St. Clair to Lake Michigan, is one hundred and eighty-three miles and sixteen chains.

Amount of curved line, eighteen miles, twenty chains.

Whole distance, two hundred and one miles, thirty-six chains.

Maximum grade, thirty feet per mile.

Least radius of curvature, five thousand feet.

From Palmer to Romeo, a distance of 26 miles, a charter for a Railroad has been obtained, a Company formed, Stock taken, the work commenced, and about ten thousand dollars expended on the first ten miles, which are grubbed and cleared. As it was the opinion of many of the inhabitants who were supposed to be well informed with regard to the topography of the

country, that the first fifteen miles selected for the Romeo Road, would present the most favorable line for the same distance for the Northern Road; and that the contour of the country was more favorable on the South than upon the North side of Belle River, it was thought advisable to test the correctness of these suppositions, by surveying the line proposed, which commenced on the North side of the mouth of Pine River, in the Village of Palmer, and in the distance of one mile, ascends a table of land elevated about 80 feet above the St. Clair River. In the next mile the line crosses Pine River, and continues a direct course over a very level surface for a distance of six miles, where it crosses a wide deep bayou, putting out from Belle River; and about a mile beyond this crosses the valley of the river, which presents a similar impediment to the economy of construction. The Palmer and Romeo Road was, I believe, designed to descend into these valleys, and ascend from them with grades of seventy-nine feet per mile, which grades would be inadmissible upon the Northern Road. A short distance West of this it was thought expedient to leave the line of this Road, and thereby avoid descending into the valleys and crossing different branches of the Clinton River.

From this point of divergence, a favorable line was found until we approached the head waters of Belle River, which emanate from a ridge of land dividing the waters that flow East from those running North and West. The ridge or table of land, extends in a north-westerly and south-westerly direction, throughout the State, and is the source from which the head waters of all the principal streams emanate. In its general contour it is rough and broken, being elevated at its lowest passes in the southern part of the State from six to seven hundred feet above the waters of the great lakes on either side of it, and descends North to its termination at the waters of Lake Huron.

But to return to our line; an instrumental examination of the southern branches of Belle River, told an elevation of four hundred and sixteen feet for the summit on this route; from this point to Lapeer, (upon Flint river,) a distance of eight miles, the country is rough and broken and descends one hundred and fifty feet. As this route presents, when compared with either of the others, an increase of two miles in distance, a greater height to be surmounted in passing the summit, and in its graduation would be more expensive, it has not been deemed necessary to offer any estimate of its cost, but this can be done if requisite. A profile of the route is herewith presented.

Previous to the commencement of the survey of the second line from Palmer, it had been ascertained by the examination for the route from Port Huron to Lapeer, that the summit between the North branch of Belle River and a branch of Flint

River, was only three hundred feet above the St. Clair, it was therefore deemed expedient to intersect that route (with a line from Palmer,) at some point East of the summit. The line in question diverges from the Romeo Road, four miles West of Palmer, and from this point of divergence passes over a surface of country so level that the only desideratum in its location is to obtain the most direct line to the North route to the North branch of Belle River, or intersect the line from Port Huron at any point East of that branch. It is probable that a straight line from Palmer for the first twenty-five miles, or till it joined the Black River route, would be more eligible than the one surveyed; as it would not interfere with the location of the Romeo Railroad, and would probably be as favorable in other respects.

The route surveyed from Port Huron, commences at the mouth of Black River, and follows the South bank of that stream for about twenty-five chains; at this point the river bends to the North, while the line pursues a straight course until it reaches the valley of Belle River, 34 miles; here it curves slightly to the right and ascends by the North branch to the summit, which is 300 feet above the St. Clair River. From this summit the line descends by an easy grade to Lapeer. The tract of country traversed by the last two routes is entirely uncultivated, being covered by large bodies of valuable pine, oak and other varieties of timber, which, in connexion with its uniformity of surface, renders portions of it wet and swampy. West of the intersection of these lines is a large swamp, which bounds the base of the dividing ridge for several miles on the East where the line crosses, it is narrow, but spreads out on either side, and is covered with large bodies of white cedar, tamarac and spruce. The soil thus far, is sandy loam; on proceeding West, it is mixed with gravel, and large boulders occasionally make their appearances.

The favorable formation of the country, and character of the soil, offer striking facilities for the economical construction of this part of the Road. The distance is the same from Black River or Palmer to Lapeer, being forty-five miles and forty-eight chains; to the point where the two lines intersect, is twenty-nine miles and forty-one chains; an estimate of the cost of construction of each of these lines is presented; by referring to these estimates, it will be seen that the expense is very near the same for each; it is perhaps necessary here to state that the Palmer line did not intersect the one from Port Huron quite as far east as represented on the map, which is the point where the comparison is instituted in the estimates referred to; this change mitigates in favor of the Palmer line, and affects its relative cost about two thousand dollars. It would therefore be impossible to state, without making a definite location of both lines, which would

be the most expensive; it is, however, sufficiently evident that the difference of expense is so trifling, that it will not affect the eastern termination of the line. Various subjects may, and undoubtedly will, be brought forward for consideration, by those directly interested, for the purpose of influencing your decision with regard to the termination; among others, that of the difference in distance to Detroit—the difference of crossing the river in the winter—the probable termination of the Canada Road—and the policy of terminating this Road opposite to that. But I will not expatiate on this subject, as those I have the honor to address are doubtless much better informed with regard to the multifarious questions that will present, than I am.

Lapeer is situated at the confluence of Farmer's Creek with Flint River, which affords a fine water power for the manufacture of lumber from the extensive forest of pine on the East. The land is of the first quality for farming purposes; the soil is a sandy loam, with a subsoil of clay. After crossing Flint River and proceeding about a mile West, our line crosses a tract of oak openings, about six miles in width; the undulating and broken character of this tract, being intersected by deep ravines, and channeled by small streams running at right angles to our line, renders it more expensive to grade than any other distance of equal length on the whole route.

The remainder of the distance to Flint, presents a remarkably uniform and level surface, which is covered with a stately growth of oak, beech and maple. Two lines were run to this place, separated from two to three miles in passing over the rough part of the country; these lines were both estimated, but differed so little in cost, that the estimate presented will answer for either. It is probable that, on a more critical examination of the country North and South, a cheaper line could be selected. Flint Village is only sixty miles from Detroit—is on the direct route from that place to Saginaw City, and is surrounded with a fine tract of country: but one line was surveyed from this place to Lyons, a distance of sixty-seven miles, including the whole of the middle division: this line was very direct, the first sixty miles being perfectly straight, (passing about a mile North of the County Seat of Shiawassee,) and crosses the Shiawassee River at Owasso, continues its course due West until it strikes the valley of Stony Creek. The line upon the first section from Flint to Owasso, passes over a country slightly undulating, but very favorable for the cheap construction of the Road. The Shiawassee River presents a limited inland navigation from Saginaw to Owasso, where there is a descent on the river of eight feet in fifteen chains. In passing from this place to the head waters of the Maple River, an elevation of fifty-three feet is ascended in the first two miles,

and descended in the next five, where the line crosses the river, and continues its course along a ridge of ground but little elevated, (between the tributaries of Stony Creek and Maple River,) and finally descends into and follows down the valley of the creek, which it crosses a short distance above its confluence with the Maple, and pursues the valley of the latter stream to Lyons, on the Grand River, a short distance above its junction with the Maple.

In the eastern and central part of the State, the streams have been but little depressed below the general level of the adjoining country; upon reaching Lyons a great change is observed in the formation of the country in this respect. The valley of Grand River (which will average about one mile in width) is bounded with bold banks, rising from one to two hundred feet above the stream—its general course is very direct from Lyons to the mouth of the Thornapple, thirty miles; from this point to Grand Rapids, in a direct line, the distance is but ten miles, while by the river, which makes a large circuit to the North, it is twenty. Our line, after crossing to the South side of Grand River at Lyons, continues down the valley of the stream to the Thornapple River, and by taking advantage of a second table, or different tables of land, may be so located as to avoid ascending to the West, and at the same time keep clear of the low flats, which are sometimes overflowed. These tables of land, situated in the valley of the river, are elevated from ten to forty feet above the stream, to which they sometimes present bold banks, and descend from it, compelling the small streams and drainage from the hills to run parallel to the course of the river for miles ere they can find a passage through the barrier thus presented.

The soil of the bottom lands is an alluvial deposit, covered with a heavy growth of timber; the high tables are usually oak openings, in many places burr oak, indicating a valuable soil for farming purposes.

The country from the mouth of the Thornapple River to Kent, is elevated from one to two hundred feet above the river, and from a cursory reconnoissance, it was evident that to pursue the most direct route, steep grades must be adopted; but the saving in distance made it an object to leave the valley of Grand River, and pursue a more direct route if practicable. The first line run with this view was not estimated on account of its steep grades, (sixty feet per mile,) but is delineated on the map, passing north of Robinson's Lake. The second line follows up the valley of the Thornapple about one mile, to that of Cascade Creek, which it ascends, (a part of the way with the maximum allowed grade of thirty feet per mile,) one hundred and twenty feet to a summit between Gypsum and Cascade Creeks. From

this summit to Kent, the descent will average about eighteen feet per mile; the steepest grades would not exceed twenty-seven. The distance by this route from the point where the line leaves the valley of Grand River to Kent, is thirteen miles, being seven miles less than by the river. This part of the country is being settled rapidly. The Village of Kent is already an important point, and possesses many natural advantages, which is an earnest of its future augmentation in business and population. An extensive water power, in connection with the navigation of the river and the fertile character of the lands in the vicinity, are prominent advantages, which, being duly appreciated, will render this place a conspicuous location for a very large manufacturing town.

Our survey was continued on the South side of Grand River to its mouth at Grand Haven, on Lake Michigan. A short distance below Kent the high banks of the river disappear, and the country presents a uniform surface, elevated from twenty to fifty feet above the Lake, with the exception of an isolated ridge of high land, a short distance below Granville, between Bass Creek and the river. A sandy soil, covered with a rich growth of pine and hemlock, extends from the head of Bass Creek to the Lake. A straight line was extended from Gypsum Creek, through Granville to a point South of the highlands, which is about four miles from the river. A tongue to a curve at the base of the high ground, crosses, at favorable points, the necks of two bayous, a short distance above the mouth of the river, and terminates at Grand Haven. From this general description of the route, it appears that an abundance of the necessary materials, in their primitive state, can be readily obtained for the construction of a wood Railway. It will, however, be a subject for consideration, what form of superstructure should be adopted. In many places on the line, the cost of procuring sawed timber would render any form of Railway in which this was a constituent part, expensive.

The most common plan for constructing wood roads, has been to lay two parallel ranges of sills lengthways of the road, four inches by twelve, with cross pieces laid at right angles with those, three feet apart from centre to centre, with mortises into which rails six inches square, or five by seven, are placed; on these rails are placed bars of iron from one-half to three-fourths of an inch thick, by two and one-fourth inches in width. In this form of construction, the ties and rails are usually left above the bed of the road, and in consequence, decay more rapidly than they otherwise would.

A Railroad constructed on this plan will cost about four thousand dollars per mile. For the different items of expense, see estimates.

Another plan of construction, which seems in many respects well adapted to a large portion of the country through which this Road will pass, is herewith submitted. The following description, and opinions relative to it, are abstracted from recent Report of the Directors of the Tonswanda Railroad Company, which Road has been constructed on the following plan:

"Large posts of twenty-four or thirty inches in diameter, were placed upon each side of the track, opposite to each other, so as to sustain the side timbers of the track. These posts were permitted to enter the earth so as to stand firm upon the hard ground, and were squared at the top. Each of these sets of posts was about ten feet apart. Upon the top of these posts were laid transversely, sticks of timber, twelve or fifteen inches in diameter, mortised on the upper side near each end, so as to receive the longitudinal timbers. The longitudinal timbers, being from sixteen to twenty inches in diameter, hewed only on the upper side, and intended for the support of each of the rails, were let into the mortises of the traverse timbers, and supported by them and the posts. This, where an embankment was to be made, presented a very substantial frame work of the proper grade. Upon the top of the longitudinal timbers, wooden ribbons, as a substitute for iron rails, were laid. Railroad cars were provided to carry earth, with four boxes each, turning upon hinges attached to the car frames, so as to discharge the earth both between the rails and over the outside of each rail. These cars were loaded at places where excavations were necessary, and transported by horses upon the Railroad track, and emptied without any delay, to make the embankment. The same frame work of timber was put down where excavations were made. When the Road was finally prepared for operations, pine scantling, three by four inches, were laid upon the longitudinal timbers, and iron plate rail upon the scantling, and all securely fastened together by heavy spikes seven inches long."

We have reason, from experience, to be very much gratified with this plan of construction, as simple, economical and durable; and we cannot but feel very much indebted to Mr. Johnson, the Engineer, for the ingenuity manifested in its successful application. In a country like ours, abounding with timber, it seems peculiarly applicable. The removing of the earth upon the Railroad itself, was a great saving in the expense of teams; and the facility and ease with which it could be transported considerable distances, caused the excavations and embankments both to be made, with an expense very little enhanced from what either would have cost, if made in the usual mode. The whole timber work, with the exception of the pine scantling, is covered with earth, which prevents it from going speedily to decay; and as the frame work and embankments mutually support each other,

it must add materially to the strength of the Road. Much of this Road has stood the test of two winters, and has exhibited the effects of frost much less than the common wood roads; and we are satisfied, from experiment, that the plan adopted is preferable to that of any road not made of durable materials. The same experience has enabled us to pronounce, with great confidence, that the yearly expense of repairs will be much less than upon other roads, while the danger arising from cars running off the track, is much diminished, by the fact that they will, in that case, have a smooth road of earth to run upon, unobstructed by any cross timbers above ground.

ESTIMATE OF GRADES.

No. of grade.	Grade per mile in feet.	Ascent in feet.	Descent in feet.	Length of grade in miles & ch'ns	Elevation above St. Clair river in miles and ch'ns.	Distance from St. Clair river in miles & chains.
1	16	15		75	23	75
2	3 78	25		3 15	51	4 10
3	23 11	69		1 55	90	5 65
4	13 15	7 40		45	97 40	6 30
5	Level			3 37 5	97 40	9 67 5
6	20 65	12		46 5	109 40	10 34
7	12 59	57 60		4 46	167	15
8	23 43	18 50		63	185 50	15 63
9	5 46	30 50		3 60	206	19 43
10	13	19		1 37	235	21
11	23 66	17		60	242	21 60
12	Level			2 58	242	24 33
13	29 46	21		57	263	25 10
14	4	3		39	265	25 49
15	30		33	1 52	233	27 21
16	2 78		7 50	3 58	224 50	29 77
17	16 18	17		1 64	241 50	31 01
18	3 87		8 50	3 05	233 50	33 06
19	35	25 70		1 34	268 20	34 40
20	30	31 80		1 04	300	35 44
21	5 58		9	1 49	291	37 13
22	5 45	9		1 52	300	38 65
23	14		21	1 40	279	40 25
24	6 15		12	1 76	267	42 41
25	7 14		7	3 21	260	45 42
26	21 95	14		51	274	48 13
27	1 16	5		4 25	279	50 26
28	3 45		10 50	3 03	269 50	53 41
29	30		52 50	1 61	218	55 23
30	11 65		16	1 28	200	56 50
31	5 75		1	1 72	189	58 43
32	1 07	1		75	190	49 28
33	Level			2 35	199	61 73
34	13 33		15	1 10	175	63 03
35	2 33	3 50		1 40	178 50	64 43
36	15 50		10 50	54	168	65 17
37	29 32	22		60	190	65 77
38	7 84	10		1 22	200	67 19
39	Level			1 73	200	69 19
40	4 51			2 35	189	74 47
41	8 13	8		78	197	72 45
42	5		7	1 31	190	73 76
43	Level			4 07	190	78 03
44	18 66		14	60	176	78 63
45	Level			1 43	176	80 26
46	19 14	28		1 37	204	81 63
47	Level			24	204	82 07
48	15		17	1 10	187	83 17
49	5 79	5		69	192	84 06
50	15 11		17	1 10	175	85 16
51	Level			3 17	175	87 22
52	17 29		15	69	160	88 32

Crosses Pine River.

Summit between the head waters of Mill Creek and Flint River.

Crosses Flint River.

Between Flint River and Kearsley's Creek.

Crosses Thread River.

Between the Thread and Mieshtegayock Rivers.

Between the Mieshtegayock and Shiawasse Rivers.

ESTIMATE OF GRADES.

No. of grades.	Grade per mile in feet.	Amount in feet.	Descent in feet.	Length of grade in miles & chs.	Elevation above St. Clair River in miles and chs.	Distance from St. Clair River in miles and chs.	
53	Level			1 31	160	89 53	Crosses Shiawassee River.
54	30	53		1 61	213	91 34	
55	Level			21	213	91 56	Between the Shiawassee and Maple Rivers.
56	19 74		30	1 01	193	92 56	
57	4 88		12	2 52	180	95 29	
58	92 1			1 07	181	96 36	
59	16 75		25	1 52	155	98 08	Crosses Maple River.
60	17 46 19			1 07	174	99 18	
61	3 33 5 60			1 55	179 60	100 70	Between Maple River and Stony Creek.
62	7 50 9			1 16	188 60	102 06	
63	19 25		13	54	175 60	103 60	
64	7 84 5			51	180 60	103 31	
65	3 16		3	1 31	177 60	104 63	
66	7 18 14			1 76	191 60	106 53	
67	11		10	73	181 60	107 50	
68	1 48		1	54	180 60	108 24	
69	24 23 20			66	200 60	109 10	
70	7 46		85	4 55	165 60	113 65	
71	19 16		23 60	1 19	142	116 04	Crosses Stony Creek.
72	20 66 24			72	168	116 76	
73	3 11 14			1 58	180	117 64	
74	20 74 14			54	194	118 28	
75	30		45	1 40	149	119 63	Crosses Grand River.
76	3 02		9	2 74	140	122 62	
77	21		23	1 49	107	124 31	
78	25 11 17			54	124	125 05	
79	Level			1 04	124	126 09	Between Stony Creek and Grand River.
80	30		43	1 34	81	127 43	
81	12		9	1 60	78	128 22	Crosses Stony Creek.
82	68 3			4 34	75	132 57	
83	22 89		10 30	36	64 70	133 13	
84	4 24		7	1 24	57 70	134 47	
85	6 5 60			66	64 20	135 33	
86	66		20	1 31	63 49	136 64	
87	14 30 11 80			66	75 20	137 50	
88	11		20 20	1 67	55	139 37	
89	2 2 30			1 52	59 20	141 09	
90	6 24 11			1 61	60 20	142 79	
91	31 60 14 70			57	84	143 47	Crosses Thornapple River.
92	6 62		7 20	1 07	76 60	144 55	
93	4		17 40	4 28	59 40	149 93	
94	10		12 20	1 25	46 20	150 27	
95	Level			15	49 20	150 49	Crosses Thornapple River.
96	17 17 16 10			75	62 39	151 37	
97	13 65		19 20	1 31	42 10	152 68	
98	3 23 7		3		59 10	155 69	
99	3 40 10 40		1 19		60 50	157 07	
100	19 20 10 30			45	71 20	157 53	
101	16 69 23 70			66	84	158 22	
102	27 47 20 60			66	104 60	159 17	
103	5 82 3 60			78	113 20	160 16	

ESTIMATE OF GRADES.

No. of grade.	Grade per mile in feet.	Ascent in feet.	Descent in feet.	Length of grade in miles & chains.	Elevation above St. Clair River in miles and chains.	Distance from St. Clair River in miles and chains.	
104	30	57 40		1 73	170 60	162 09	Summit in passing out of the valley of Grand River at Ada and into it again at Grenville.
105	Level			1 19	170 60	163 28	
106	37 30		30 40	60	150 20	164 08	
107	3 73		5 60	1 40	144 60	165 48	
108	37 27		45	1 52	99 60	167 20	
109	3 27	3 90		1 22	102 60	168 42	
110	11 67		7	48	95 60	169 18	
111	14 84	13 80		69	108 30	169 79	
112	Level			30	108 30	170 29	
113	30		50	1 52	58 30	173 01	
114	11 43		9	63	40 30	173 64	
115	21 53		32 30	1 40	17	174 24	
116	13 64	29 15		3 11	48 15	176 35	
117	30	29 25		78	75 40	177 38	
118	20		18	72	87 40	178 25	
119	27 62 29			1 04	86 40	179 29	
120	11 43 9			83	95 40	180 12	
121	13 17		18 40	1 01	77	181 18	
122	4 30 5			1 12	82	182 26	
123	Level			1 40	82	183 66	
124	16		17 40	1 07	64 60	184 73	
125	25		22 50	72	42 10	185 65	
126	4 44 2			54	45 10	186 39	
127	17 48	17 70		1 01	62 30	187 40	
128	23 64		26 60	1 10	36 20	188 50	
129	3 64	16 20		1 70	58 40	190 40	
130	6 84		15 40	2 20	37	192 60	
131	1		2 30	2 22	34 70	195 08	
132	20		24 80	1 19	9 90	196 23	
133	5 89	17		2 71	26 90	199 13	
134	Level			1 13	26 90	200 26	
135	11 47		12 90	1 10	14	201 36	
1	30	22		60	27	60	
2	4 25 5			1 10	32	1 70	
3	7 32 15			2 02	47	3 72	
4	14 80 10			54	57	4 46	
5	41 1			2 32	58	6 78	
6	12 35 12			1 01	71	7 70	
7	3 68 3			1 10	74	9 09	
8	21 30 20			75	94	10 04	
9	17 60 27			2 08	131	12 12	
10	26 60 28			1 04	159	13 16	
11	7 70 12			1 55	172	14 71	
12	16 89 19			1 10	191	15 01	
13	11 50 29			2 41	230	18 42	
14	3 80	9		2 32	211	20 74	
15	1 90 3			1 46	214	22 40	
16	5 30 7			1 25	221	23 65	
17	3 42 3			1 19	224	25 04	
18	5 50 19			2 74	242	27 78	
19	11 22	17 25	1 43	225 75	29 41		

Between Grand and Bass Rivers.

Crosses Bass River.

Crosses Pine River.

ESTIMATE.

Division No. 1.

*From St. Clair River to Flint, 64 miles 37 chains.
Section No. 1.*

From the Village of Palmer to the junction with Black River line,
29 miles and 41 chains.

171,971 cub. yds. of excavation, at 10 cts.	\$17,197 10
162,657 cub. yds. embankment, at 10 cts.	17,892 27
7 large sluices, at \$25, ..	175 00
30 small sluices, at \$10, ..	300 00
Bridge over Pine River,	2,000 00
Grubbing, slashing and clearing,	5,702 50
Total,	\$43,266 87

*Section No. 1.**Black River Line.*

From Port Huron to the intersection with Palmer Line, 29 miles
and 41 chains.

147,567 cub. yds. excavation, at 10 cts.	\$14,756 70
205,476 cub. yds. embankment, at 11 cts.	22,602 88
22 sluices, at \$10	220 00
18 sluices, at \$15	195 00
Bridge over Indian Creek,	40 00
Bridge over Miller Creek,	50 00
Bridge over Pine River,	800 00
Grubbing, slashing and clearing,	5,902 50
Total	\$44,066 56

Section No. 2.

From the junction to Lapeer, (embracing the summit,) 16 miles
and 7 chains.

85,404 cub. yds. excavation, at 10 cts.	\$8,540 40
178,769 cub. yds. embankment, at 11 cts.	19,664 50
25 sluices, at \$10,	250 00
Bridge over a branch of Belle River,	200 00
Bridge over Mill Creek,	100 00
Bridge over Flint River,	1,000 00
Grubbing, slashing and clearing,	3,220 00
Total,	\$32,974 99

Section No. 3.

From Lapeer to Flint, 18 miles and 69 chains.

829,642 cub. yds. excavation, at 12 cts.,	\$89,557 04
62,889 cub. yds. excavation, at 9 cts.,	4,760 01
887,431 cub. yds. embankment, at 18 cts.,	50,866 08
51,896 cub. yds. embankment, at 10 cts.,	5,189 60
6 sluices, at \$50,	300 00
12 small sluices, at \$15,	180 00
Bridge over Kearsley's Creek,	200 00
Bridge over Hasler's Creek,	200 00
Grubbing, slashing and clearing,	3,700 00
Total,	<u>\$104,452 68</u>

DIVISION No. 2.

From Flint to Lyons, 63 miles 75 chains.

Section No. 1.

From Flint to Owassa, 24 miles and 72 chains.

114,218 cub. yds. excavation, at 10 cts.,	\$11,421 80
165,180 cub. yds. embankment, at 11 cts.,	18,169 80
9 sluices, at \$10,	90 00
8 sluices, at \$20,	60 00
Bridge over Thread Creek,	500 00
Bridge over Mishtegayock,	200 00
Grubbing, slashing and clearing,	5,000 00
Total,	<u>\$35,441 60</u>

*Section No. 2.*From Owasso to Station 505, near the centre of Clinton County,
18 miles and 75 chains.

140,779 cub. yds. of excavation, at 10 cts.,	\$24,077 90
142,577 cub. yds. embankment, at 11 cts.,	15,688 47
Bridge over Shiawassee River,	1,200 00
Bridge over Maple River,	200 00
Bridge over Nettle Creek,	150 00
9 sluices, at \$25,	225 00
21 sluices, at \$10,	210 00
Grubbing, slashing and clearing,	3,787 50
Total,	<u>\$35,528 87</u>

Section No. 8.

From Station 505 to Lyons, 20 miles and 8 chains.

267,645 cub. yds. excavation, at 10 cts.,	\$26,764 50
285,209 cub. yds. embankment, at 11 cts.	25,872 99
Bridge over Loss Creek,	200 00
Bridge over Stoney Creek,	800 00
5 sluices, at \$25,	125 00
29 sluices, at \$10,	290 00
Grubbing, slashing and clearing,	4,020 00
Total,	<u>\$58,072 49</u>

DIVISION No. 3.

From Lyons to Grand Haven, 78 miles 4 chains.

Section No. 1.

From Lyons to Thornapple River, 29 miles and 62 chains.

166,472 cub. yds. excavation, at 10 cts.,	\$16,647 20
214,186 cub. yds. embankment, at 11 cts... ..	\$23,554 98
Viaduct over Grand River,	3,000 00
Bridge over Lybbhart's Creek,	150 00
Bridge over Lake Creek.....	200 00
22 sluices, at \$25,	550 00
26 sluices, at \$10,	260 00
Grubbing, slashing and clearing	5,955 00
Total,.....	<u>\$50,817 16</u>

Section No. 2.

From Thornapple to Granville, 16 miles, 1 chain.

122,710 cub. yds. excavation, at 10 cts.	\$12,271 00
121,600 cub. yds. excavation, at 12 cts.....	14,592 00
158,270 cub. yds. embankment, at 11 cts.....	19,409 70
194,598 cub. yds. embankment, at 13 cts.....	25,297 74
Bridge over Thornapple River,	2,000 00
Bridge over Gypsum Creek,	200 00
Seven sluices, at \$25 each,	175 00
Twenty-one sluices, at \$10 each	210 00
Grubbing, slashing and clearing,	8,202 50
Total,.....	<u>\$75,857 94</u>

Section No. 3.

From Granville to Grand Haven, 27 miles, 21 chains.

148,848 cub. yds. excavation, at 10 cts.	\$14,854 80
206,567 cub. yds. embankment, at 11 cts.	22,717 97
Bridge over Bush Creek,	200 00
Bridge over Rush Creek,	200 00
Bridge over Bass River,	500 00
Eight sluices, at \$25 each,	200 00
Twenty-two sluices, at \$10 each	220 00
Grubbing, slashing and clearing, ..	5,452 50
Total	\$44,845 27

Estimate for one mile of superstructure.

42,240 feet board measure, sills, at \$12 per M.	\$506 88
81,680 feet board measure, oak rails, at \$12 per M.	880 16
1,760 white oak trees, 20 cents each,	352 00
Splicing blocks,	40 00
8,520 wedges, at \$8 per M.	28 16
22 tons rail plate iron, at \$85 per ton,	1,870 00
1,400 pounds spike, at 11 cent. per pound,	158 00
420 pounds end plates, at 9 cents,	37 80
Labor in laying down superstructure,	600 00
Total,	\$3,978 00

Abstract.

Division No. 1, 64 miles 87 chains,	\$181,494 28
Division No. 2, 63 miles 75 chains,	129,047 96
Division No. 3, 73 miles 4 chains,	170,020 87
201 miles 86 chains,	\$480,562 56
201 miles, 86 chains, at \$3,978 per mile,	800,860 85
Add 10 per cent. for engineering and contingencies,	128,092 84
Or \$6,994 86 per mile for a single track.	\$1,409,015 75

Estimate per Plan No. 2, Block Road.

Cost of grading, as above,	\$480,562 56
201 miles, 36 chains Block Road, at \$1,200 per mile,	241,740 00
201 miles, 36 chains spike, \$200 per mile,	40,290 00
201 miles, 36 chains ribbon, \$120 per mile,	24,174 00
Iron and end plates, \$1,907 80 per mile,	384,326 81
Labor laying iron and ribbon, \$100 per mile,	20,145 00

Add 10 per cent. for engineering and contingencies, \$1,191,237 87
119,123 78

\$1,310,361 65

Or \$6,504 64 per mile for a single tract, exclusive of depot, locomotives, cars, &c.

The foregoing estimates are believed to be amply sufficient, with proper economy, to construct the works on the plans proposed. The graduation for the road bed, is for a single track, the surface of the grade to be fourteen feet in width on embankment, and twenty feet, including ditches, in excavation, with a slope of one and a half horizontal to one vertical. In some places there would be a saving of expense in the outset, by constructing wooden bridges in place of embankments estimated, and in two or three instances the amount of grading would be materially diminished by increasing the angle of ascent to forty feet per mile; but the policy of adopting this course is questionable, on account of the increased expense for repairs and traction, which would create an annual tax that would probably exceed the interest on the money saved. I am well aware of the fact that the public usually place but little confidence in estimates based upon preliminary surveys, and that they consider it almost certain that the cost of construction will ultimately far exceed the original estimate; that there is a good foundation for this opinion, appears evident by comparing the estimated with the actual cost of perhaps a great majority of public works which have been completed during the last ten years; a part of this discrepancy may be accounted for by the deviations which have at different times been made from original plans, in order to give the work a more permanent character than was at first contemplated; but there still remains a large deficiency to be attributed to the want of a correct knowledge, which in a rough country it is difficult to obtain, of the quality and quantity of the materials to be removed in the graduation of the work. This difficulty, it is apparent to every one in the least acquainted with the country in the vicinity of this route, does not exist. We have no deep cuttings where we can be mistaken in the materials of which they are composed

—no steep side-lying grounds to locate upon—no rock-bound valleys to pursue; but a smooth, level country, where the nature and amount of materials to be removed in the formation of the Road are easily ascertained.

All of which is respectfully submitted.

(Signed,) TRACY McCRACKEN.
Engineer Northern Railroad.

ENGINEER'S OFFICE, }
Oct. 17th, 1837. }

Resolved by the Senate and House of Representatives of the State of Michigan, That all the maps, profiles and estimates relative to the survey and construction of the Northern Railroad which are now filed in the office of internal improvement shall be subject to the order of the President of the Port Huron and Lake Michigan Railroad Company, when said company shall become duly organized under their corporate charter, without charge to said company: Provided, Said company give satisfactory security for the safe return of the same, in case the road is not built according to the provisions of their charter.

Approved March 17, 1847.

AUDITOR GENERAL'S OFFICE,
MICHIGAN, February 11, 1848.

Hon. WM. M. FENTON, President of the Senate:

SIR,—The annexed statement of the amounts appropriated and expended on the several works of internal improvement, since the organization of the State Government, is respectfully presented as containing all the information required by the resolution of the Senate on this subject, passed yesterday, and which I have this day had the honor to receive.

I am, Sir, very respectfully,
Your obedient servant,

D. V. BELL,
Auditor General.

Statement of the amount of appropriations and expenditures on the several works of Internal Improvement, since the organization of the State Government, to the 30th November, 1847:

	Total Am't Appropriated	Total Am't Expended.
Central Railroad,	\$1,957,833 57	\$1,954,308 28
Southern Railroad,	948,908 77	948,234 20
Northern Railroad,	150,638 00	110,596 71
Havre Branch Railroad,	20,000 00	952 34
Detroit and Grand River Road,	5,000 00	4,285 43
Northern Turnpike,	30,000 00	None.
Clinton and Kalamazoo Canal,	406,152 37	405,880 77
Saginaw Turnpike,	5,000 00	4,975 01
Saginaw Canal,	62,000 00	42,098 88
Canal Grand River Rapids,	25,006 00	225 86
St. Mary's Canal,	50,000 00	8,050 86
Improve't Grand & Maple Rivr's	30,000 00	26,498 91
Improvement Kalamazoo River	8,000 00	6,572 05
Improvement Flint River,	6,250 00	6,249 31
Improvement St. Joseph River,	32,584 31	22,625 80

CIRCULAR.

PORT HURON AND LAKE MICHIGAN RAILROAD.

The Northern Railroad was one of three principal works of internal improvement undertaken by Michigan directly after the organization of her State Government. Its route was fixed from Port Huron on the St. Clair River, to some point on Lake Michigan at the mouth of Grand River, being according to actual survey, 201 miles in length. Appropriations amounting (as near as the undersigned can ascertain from the document within their reach) to \$120,000 were made upon that work; the surveys, estimates, specifications and all the preliminary steps for the construction of the Road were taken—contracts were let, and for long distances from the termini East and West, the road was cut, grubbed and partially graded. The Report of the Engineer, Tracy McCracken, Esq., (for which see House Doc. 1838, p-183) shows the route for its entire length, to be exceedingly favorable for the construction of the Road, and that the average cost per mile of all the excavations, embankments, sluices, gulleys, slashing, clearing and bridging, will be less than \$2400, a sum low beyond parallel even among the cheap roads of the West.

The financial embarrassments of the State, soon compelled the Legislature to restrict appropriations for internal improvements, to such works as did or could easily be made to return at least the interest upon the cost. Accordingly, further aid was withheld, except to

the Central and Southern Railroads, (then in partial operation,) and finally all idea of the construction of the "Northern Railroad," as a State work, was abandoned. In 1841, an appropriation of \$20,000 was made for grubbing and bridging along its line, to render it a passable waggon road through Lapeer and Shiawassee Counties. In 1843, an Act was passed, formally *razeeing* the "Northern Railroad," and appropriating all the non-resident highway taxes for a distance of three miles on either side thereof, to the improvement of its less pretending successor, the "Northern Waggon Road." This Act was repealed in 1847. In 1848, an appropriation of 20,000 acres of land was made to the waggon road and expended thereon under direction of a Commissioner appointed by the State.

In 1847, the "Port Huron and Lake Michigan Railroad Company" was incorporated, the State relinquishing to the Company, the so called line of the Northern Rail and Wagon Roads, and "all her rights, privileges and immunities to such portion of the line of said Road as the Company may deem proper to use in constructing their Road." During the interval between the projecting of the "Northern Railroad" by the State and the incorporation of this Company, and especially between that time and the present, great changes have taken place in the Counties divided by its line, and throughout the State and country. The population of Michigan has nearly tripled—and, notwithstanding the greater difficulty of access to markets, the greatest increase has been along the line of the "Port Huron and Lake Michigan Railroad." The Central and Southern Roads, having passed into the hands of private Companies, have been completed for their entire length—and few more profitable roads can be named in the United States. Lines of Railroad, too, have been built in neighboring States and the Canadas, and others are in progress or projected—which it is believed renders the "Port Huron and Lake Michigan Railroad" an essential link in the chains of thoroughfares connecting the East and West, and will make it second in importance to no other work.

In local business, this Road would certainly excel any other in the State, if population is any criterion, as in 1850, the southern tier of Counties contained a population of 104,746; the Central, of 128,796; and the Northern Counties of 159,213. Besides the preponderance of population, there are vast products of lumber, coal, salt, iron and gypsum, which the others can never afford. These Counties, too, are increasing in population in a far greater ratio than the others, as may be seen by the following figures, compiled from Census Returns:

Counties.	1840-45.	1845-50.
Southern, increase,.....	23,972.....	22,418
Central "	24,292.....	24,504
Northern, "	43,611.....	45,309

Of through travel, this Road would command its full share, because of its superior position, it being a *part of the most direct line that can be drawn* between the great Cities East and West. The shortest route from Chicago to the East, is through Canada: London, in Canada, is a common point for the two great rival routes. It is *thirty*

miles nearer from Chicago to London via Port Huron, than by Detroit, and *one hundred and fifty-one* miles nearer, from Milwaukee: It is *seventy* miles nearer from Milwaukee via Port Huron, than it would be by the projected "Oakland and Ottawa Railroad."

The Railroad from Toronto to Port Sarnia, opposite Port Huron, has been made a part of the "Grand Trunk Line" from Halifax westward; it is in progress of construction from Toronto to Guelph, a Town some 60 miles east of Port Sarnia, and we are informed by Toronto papers, is already under contract to the latter point. The "Great Western Company," too, are making every preparation for constructing a branch of their Road from a point about ten miles west of London to Port Sarnia. By the "Trunk Line" the Port Huron and Lake Michigan Railroad will connect with Halifax; with Portland, at Quebec and Montreal; with the Ogdensburgh and Boston Road, at Prescott; with the Rome Road, at Cape Vincent; and with the Oswego Road and Rochester, by crossing Lake Ontario at Toronto. By the Sarnia branch of the "Great Western Road," we are put in connection with all the roads leading eastward from Niagara Falls, and Buffalo: Besides, the crossing at Port Huron is safe and reliable at all seasons, while the passage of the Detroit river is difficult and dangerous, if not impossible, for days and even weeks during the winter.

Considerations like these have induced the citizens of "Northern Michigan" to believe that if commensurate exertions are made, capitalists—like those who have invested means in the Central and Southern Railroads, and reaped rich returns from their enterprize, may be found to aid, by their money, the building of the "Port Huron and Lake Michigan Railroad." It is certainly equal to any and surpassed by no road in Michigan, in the inducements it offers—and far transcends, in the certain prospects of business, either of those roads at the time when private Companies purchased them from the State. Its cost will be less. Instead of paying the State for what it has done, the Company have a donation of all that \$110,000 in cash and 20,000 acres of land have accomplished to invite them on to its construction. The route is the most direct possible between the East and the West—the local business is certain to surpass that so profitably enjoyed by either of the other roads now traversing the State, and the "through travel," we have seen, is likely to be commanded to a great extent. The people of this section of the State, we say, believe that the time has arrived when this road can be and *must be built*, as well for their own accommodation as to prevent the construction of a rival line. Meetings have been held at Grand Rapids, Flint and other points on the line, shewing that the people are united, and at last aroused to the necessity of immediate action. Letters are often received in this Village and Port Sarnia, from those connected with the Canada Roads, making inquiries about this Road, and expressing a desire to dispose of its Stock to cash subscribers. "The Oakland and Ottawa Company," piercing but half the territory which the Port Huron and Lake Michigan Railroad would, and which would be but a feeder of the Pontiac Road, claim to have received the favorable co-operation of Eastern Capitalists. Directors of the Trunk Lines in

Canada, and of this Road, as well as the Hon. Alvin N. Hart, who holds a majority of the Stock (open, however, to cash subscription) have expressed a desire for a general convention of all the friends of the work. Believing that Port Huron is as central a point, and as easy of access as any, for delegates both East and West, and her citizens feeling that they have a paramount interest in the speedy construction of the work, they have, after due correspondence and consideration, called a Convention of all persons interested in the construction of the "Port Huron and Lake Michigan Railroad," to meet in Port Huron, on *Wednesday the 4th day of May next, at 12 o'clock M.*, to consider the subject of the Road, and the means most proper to adopt to secure its immediate construction.

A special invitation is extended to the "Trunk" and "Great Western" lines of Railroad, Canada, and also the citizens of Milwaukee, to be present by their delegates.

It is also hoped that the delegates from Lapeer, Genesee, Shiawassee, Clinton, Ionia, Kent and Ottawa Counties will come prepared to lay before the Convention statements of the amount of cash subscriptions to be obtained, and reliable statistics of the probable business which would be afforded by their several localities. Those Counties should at least be represented by large delegations. But the undersigned believe that nothing is necessary to be added on their part, to secure such a representation. *Now* is the auspicious moment for the "North"—rivals more ambitious than deserving, hope we will allow it to pass unimproved.

Very Respectfully,

W. L. BANCROFT,
W. H. B. DOWLING,
JOHN WELLS,
O. D. CONGER,
H. L. STEVENS.

} Committee.

PORT HURON, Mich., March 18th, 1853.

PORT HURON AND LAKE MICHIGAN RAILROAD CONVENTION.

Pursuant to the call, the Delegates from localities along the line of the Port Huron and Lake Michigan Railroad, and from Canada and Wisconsin, met in Convention at the Methodist Church in Port Huron, on *Wednesday, the 4th day of May, 1852.*

The Convention was called to order by W. T. Mitchell of Port Huron, Chairman of the Committee of Arrangements, and upon his motion Gen. C. C. Hascal of Genesee, was elected Chairman *pro tempore*; W. T. Mitchell was appointed Secretary.

Hon. N. H. Hart of Lapeer moved, That a Committee of five be appointed to report to the Convention the names of suitable persons for permanent officers.

Adopted. The Chairman announced as such Committee, Messrs. Hart, of Lapeer; Harrington, of Port Huron; Glass, of Port Sarnia; Thayer of Flint, and Richmond of Grand Rapids.

Mr. N. H. Hart of Lapeer announced to the Convention, that Hon. A. N. Hart had been detained by the death of his son, but that he would be present in the evening, and that the delegations from Milwaukee and Grand Rapids would arrive by the evening boat, and on his motion the Convention adjourned until 7 o'clock in the evening.

At 7, P. M., the Convention met, and was called to order by the Chairman.

Mr. Hart, from the Committee, reported as officers of the Convention.

Gen. C. O. Hascal, of Flint, President.

VICE PRESIDENTS.

Henry Glass, Esquire, of Port Sarnia, Canada.

Martin S. Gillett, Esq., of Port Huron.

J. R. White, Esq., of Lapeer.

H. M. Henderson, Esq., of Flint.

John Almy, Esq., of Grand Rapids.

M. Judson, Esq., of Kenosha, Wisconsin.

W. T. Mitchell, Esq., of Port Huron, Secretary.

The Report of the Committee was accepted, and the several gentlemen named were elected to the respective offices mentioned and entered upon the duties.

Upon request, Mr. Mitchell, from the Committee of Arrangements, appointed at a previous meeting reported, as the order of business.

1st. That the Directors of the Port Huron and Lake Michigan Railroad be requested to communicate to this Convention, the present situation of the charter and stock, the prospects of the construction of the Road, and all other information that they may deem advisable to impart.

2nd. That gentlemen in attendance connected with the Grand Trunk and Western Railways of Canada be requested to inform the Convention of the progress and prospects of those Roads, and that gentlemen in attendance from Wisconsin be requested to give similar information in regard to roads in Wisconsin.

3rd. That Delegates be requested to furnish all facts in their possession, shewing the probable business of the Road and the character and population of the country through which it will pass.

4th. That a Committee of seven be appointed to ascertain and report the amount of stock desired by citizens along the line of the Road.

5th. That a Committee of five be appointed to report a history of the Road, when chartered, the amount done upon it by the State, the estimated cost of its construction; an account of the Railroads built and projected west of Lake Michigan terminating at Milwaukee, Racine and Kenosha; the work done upon them and their extent. The Railways projected in Canada, terminating at Port Sarnia, and all other matters shewing the importance of the immediate construction of this Road with resolutions expressive of the sentiments of this Convention in regard thereto.

On motion of the Hon. Wm. A. Richmond, of Grand Rapids, the Report of the Committee was accepted, and the order of business recommended: Adopted.

The Chair announced as the Committee upon subscription of Stock :

Messrs. D. B. Harrington, of Port Huron.
 " N. H. Hart, of Lapeer.
 " A. Thayer, of Flint.
 " L. Parsons, of Shiawassee.
 " Wm. A. Richmond, of Kent.
 " H. C. Libhart, of Ionia.
 " W. Ferry, of Ottawa.

And as a Committee to report history of the Road and other matters connected therewith :

Messrs. W. L. Bancroft, of Port Huron.
 " W. T. Mitchell,
 " N. H. Hart, of Lapeer.
 " W. A. Richmond, Grand Rapids.
 " John Almy.

In answer to the call of the President and in response to the request in the first order of business, Hon. A. N. Hart, one of the Directors of P. H. & L. M. R. R., stated that not many weeks since he received favorable propositions from gentlemen in Quebec, on their own behalf as well as on behalf of capitalists in England, and he, together with Mr. Turrel, President, J. R. White, Secretary and N. H. Hart, one of the Directors of the Company, visited Quebec, and to their great gratification found gentlemen of wealth and influence in Canada and England deeply interested in this Road, and anxious to aid in its construction. The most desirable encouragements were given. An agreement was entered into and perfected, by which the Directors agreed to transfer 11000 shares of Stock to the most

reliable parties who gave assurances that loans would be given to an ample extent. He assured the Convention that arrangements were made by which the completion of the Road at an early day was insured. He said that it is essential that full statistics should be obtained and published at as early a day as possible. This was the only condition of the contract. The Contractors expected and asked for an assignment of a greater amount of Stock, but the balance was secured for parties along the line who had expressed a wish to have an interest in the Road, and it was thought advisable that every locality to be affected by the Road should participate in holding the Stock.

L. M. Mason, Esq., of Detroit, inquired if there was any objection to naming the contracting parties.

Mr. Hart replied that the gentlemen who had entered into the arrangement wished, for prudential motives, that their names should not be mentioned for the present.

J. R. White, the Secretary of the Company remarked, that at the time this Convention was called, there was a necessity for it that did not now exist, still its action was important, and it was necessary that it should provide for the gathering statistics and taking all preliminary steps to hasten on the work. He looked upon the construction of the Road as a fixed fact, and all that is now wanting, is the hearty co-operation of the people along the line. He fully concurred in the statements of Mr. Hart.

Mr. Glass, of Port Sarnia, stated, that Mr. Tiffany, one of the Directors of the Great Western Railway, who had been in attendance in an early part of the day, had been compelled to leave, but had left proper instructions with gentlemen on this side.

Mr. Mitchell said that Mr. Tiffany had presented him with a copy of the charter of the London and Port Sarnia Railway, and with an act amendatory of the Great Western Railway. He had instructed him to assure the Convention in the most confident terms that the branch of the Great Western now independently chartered would be completed within one year from this time. That parties connected with the Great Western were deeply interested in its construction, and looked upon this branch as quite as important as what is usually considered the main line.

Mr. Judson, of Kenosha regretted that through a delay upon the Central Road the delegates from Milwaukee had not arrived and that he was alone from Wisconsin. He presented very fully and eloquently the interest felt in his State in this Road; they looked upon it as the most important enterprise projected, as an outlet to the whole of the State of Wisconsin. This way their favorite line, and its successful prosecution most anxiously

looked for by the people of Wisconsin. He stated that the Milwaukee and Mississippi Railroad is now completed to Rock River, and was in process of construction thence West to the Mississippi. That roads were projected and under contract from Kenosha and Racine West, and that at no distant day three lines of road would traverse the State from the Lake to the Mississippi, and at least one of them would ere long be extended to the far West as far as grass grows.

His remarks were listened to with great interest and received with hearty cheers.

Mr. A. N. Hart said that the P. H. & L. M. R. R., would pass through a country equal to any in the State for fertility, and already offering a sufficient amount of products to warrant the building of the Road irrespective of the anticipated through travel of which it must of necessity receive a large share. The entire length of the Road is 201 miles, over a level and fine country of unequalled easiness of grade, with only 18 miles of curve in its entire length, and 180 miles of air line. In answer to a question of Mr. Mason, he said that the amount of Stock to be subscribed along the line was not deemed as essential to the fulfilment of the contract, but that it was desirable that at least one-fifth should be owned along the line.

Mr. White said he could assure the Convention from the most reliable authorities, some of whom were gentlemen connected with the Government in Canada, that the entire line of the Grand Trunk Railway from Trois Pistoles to Port Sarnia was under contract to two companies, Messrs. Jackson & Co. and Messrs. Zowski & Co. to be completed within two years.

Mr. Richmond spoke at length of the interest felt in the City of Grand Rapids, in this Road. He said it was their favorite project; ever since the three great works of the State had been projected they had felt bound to the interests of this. That they felt that the faith of the State had been pledged to it, and that heretofore they had been disappointed in the want of faith manifested in more favored portions of the State. He gave an extended and interesting history of the difficulties that had been thrown in its way, and congratulated the Convention that notwithstanding all opposition, the country had so developed itself that at last the Road was absolutely demanded, and its construction now put beyond reasonable doubt; he spoke of the efficient and persevering efforts of Hon. M. Cameron and other gentlemen of Canada, and offered the following Resolution, which was unanimously adopted:

Resolved, That the members of this Convention desire to express their sentiments of respect for the Hon. Malcolm Cameron,

of Canada, and to acknowledge their obligations to him for his consistent and steadfast support of the Port Huron & Lake Michigan Line of Railway, and his efficient and opportune aid in negotiating an arrangement for capital to construct the same.

Mr. N. H. Hart said the day had been when the influence of the Central and Oakland and Ottawa Railroads had worked serious opposition to the North, but the day had now arrived when we ask no odds of them. That all their influence and all their money cannot now prevent the speedy completion of this Road.

The Convention listened with interest to remarks from Mr. J. W. Sanborn and several other gentlemen.

On motion of Mr. Dowling a Committee of three, consisting of Messrs. Dowling, A. Sweetser and W. B. Hibbard was appointed to ascertain what amount of Stock will be taken at Milwaukee and other Cities in Wisconsin.

On motion of Mr. White, Messrs. A. Sweetser, Wm. A. Richmond and C. C. Hascal were appointed an Executive Committee to act in concert with the Directors of the Road, and to whom the several Committees appointed should report at as early a day as practicable.

On motion of Mr. Mason the Convention adjourned till tomorrow morning at 9 o'clock.

May, 5th, 8, A. M.

Convention met and called to order by the President.

W. L. Bancroft, Esq., from the Committee on resolutions reported the following, which were unanimously adopted:

Resolved, That the Port Huron & Lake Michigan Railroad, extending from Lake Huron to Lake Michigan, 201 miles, through a portion of the State of Michigan, comprising the largest proportion of its population and a territory richer than any other in agricultural, mineral, lumbering and other products—opening a tract of country more extended and inviting than that penetrated by either the Southern or Central Railroads—possessing a charter more liberal than that of any other similar Corporation in Michigan, and having received a donation of about \$150,000 (already expended upon its line,) from the State Government—connecting at the East with the Grand Trunk and Great Western Railroads, Canada, and at the West with the several lines of road in process of construction from Lake Michigan to the Mississippi—with a line of unequalled facilities for economical construction—presents the strongest possible inducements to capitalists, as a work which cannot fail to afford ample and certain returns upon the investment required for its immediate construction.

Resolved, That we congratulate our fellow citizens of what is termed "Northern Michigan," upon the prospects now so flattering and clear, of the construction of a work so long deemed essential to their individual and collective prosperity; and that we deem it no mean evidence of the superior fertility and natural advantages of our section of the State, that while the Southern and Central tiers of Counties have reached their present point of population and wealth, under the developing aid of Railroads extending through them, "Northern Michigan" has outstripped them both, and is about to develop a Railroad which shall be equal in all respects of construction to their own, and which we believe the facts fully warrant us in predicting, will rival either of them in the amount of its local and through business.

Resolved, That this Convention is highly gratified with the result of the Conference between the Directors of the Port Huron and Lake Michigan Railroad and capitalists at Quebec; that we approve of the transfer to them of a majority of the Stock; and that the Directors have our cordial thanks for their energy and zeal in perfecting arrangements that insure the immediate building of the Road.

The Directors of the Road upon request, made explanations in regard to the manner in which the Stock has been held, the provisions for its transfer and assessments, and gave satisfactory information in regard thereto.

On motion the delegates in attendance were requested to procure the publication of the proceedings of this Convention in their several local papers.

'And thereupon the Convention adjoured.

C. C. HASCAL,
President.

W. T. MITCHELL,
Secretary.

PORT HURON AND LAKE MICHIGAN RAILROAD CONVENTION.

The Convention was composed of delegates from the Counties of St. Clair, Lapeer, Genesee and Kent in this State, and one each from Port Sarnia, C. W. and Kenosha, Wisconsin. A delegation from Milwaukee did not reach there, owing to the cars failing to connect with the river boats.

The Convention was called to order by Hon. Wm. T. Mitchell, of St. Clair, (Wednesday, the 4th, at one o'clock, P. M.) and Gen. C. C. Hascal, of Genesee, appointed Chairman, and Mr. Mitchel, Secretary, *pro tem*. A Committee of

five were appointed to report permanent officers of the Convention, and also a Committee of like number to report statistics, and the Convention adjourned to 7 o'clock, P. M.

WEDNESDAY, May 4th, 7 o'clock, P. M.

The Committee on permanent officers reported, through their Chairman, N. H. Hart,

For President, Gen. C. C. Hascal, Genesee.

" Vice President, Henry Glass, Esq., Port Sarنيا,

" " M. S. Gillet, Esq., St. Clair,

" " Hon. J. R. White, Lapeer,

" " H. M. Henderson, Genesec,

" " Hon. John Almy, Kent.

" " — Judson, Kenosha, Wis.

Hon. W. T. Mitchell, Port Huron, Secretary, which Report was adopted.

Mr. Mitchell stated the preliminary steps which had been taken in calling the Convention, and submitted a schedule of subjects for the proper consideration of the meeting, which was adopted.

The programme, introduced by Mr. Mitchell, was then taken up in order, as follows:

1st. On motion of N. H. Hart, a Committee of five was appointed to ascertain the amount of Stock that could be taken on the line of the Road, and in Wisconsin, viz.:

Luke Parsons, Shiawassee; William A. Richmond, Kent; Artemus Thayre, Genesee; N. H. Hart, Lapeer; Philo Turner, Clinton; B. B. Harrington, St. Clair, and White Ferry, Ottawa.

2nd. Committee of five to prepare a full history of projected road, from the time the charter was first granted.

Committee—Hon. W. T. Mitchell, Port Huron; Hon. Wm. L. Bancroft, do.; Hon. John Almy, Grand Rapids; Hon. Wm. A. Richmond, do.; Hon. A. N. Hart, Lapeer.

3rd. To call upon the Directors of the Road for a statement of the present situation of the charter, and the prospects of the construction of the Road.

A call was made upon Hon. Alvin N. Hart, of Lapeer, who came forward on the part of the Directors, and said they had for a long time been in correspondence with different ones seeking aid, and had lately received encouragement from parties in Canada, in consequence of which they had visited Quebec, and found much interest felt there in all connecting links of Railroad, as they were investing a large amount in roads terminating on the waters which divide the Canadas from

the United States. The parties in Quebec have corresponded with capitalists in England who had offered to take hold of this Road on certain conditions—we agreeing to assign eleven thousand shares, a majority of the Stock, to them, they furnishing that proportion of capital for its construction. The balance of the Stock was disposable along the line of the Road, and it was desirable that it should be subscribed as soon as possible. Such arrangements had been made, as he believed, in good faith, as would soon accomplish the building of this Road. There were some other conditions connected with the negotiations, but of not much importance, which he would not state. The Committee just appointed should be vigilant in their duty, and the fullest information should be furnished for the consideration of foreign capitalists. This was a part of the duties agreed to be performed by the Directors to furnish full statistics of the country along the line of the Road, history and present condition of the Road, or charter, and future prospects for business, &c.

It was important that this information be full, and furnished as soon as possible. Eleven thousand shares was a majority of the Stock, and would give the controlling interest, but still it was desirable to enlist as much interest along the line of the Road as possible. The European subscribers wanted a larger share of the Stock than this, if it was not wanted here—they would expect more. But he had reserved a large amount, as he had been applied to along the line of the Road for Stock, and had promised a good deal. He, therefore, wanted to know, very soon, what amount of Stock was wanted along the Road, so that he could report to foreign capitalists how much more they could have. The right of way was granted by the State.

Mr. L. M. Mason wanted to know if the contract with foreign capitalists had been put in writing, and who the parties were—were they responsible?

Mr. Hart, in answer, said, the contracts were entered into in writing, but the names of parties would not be divulged at present—it might not be prudent to do so.

Mr. J. R. White, as Treasurer of the Company, said, from the statements of the Directors (by Mr. Hart) this meeting was not in fact necessary, only to exhibit a proper local interest, and give confidence to those abroad. Some expenses would be incurred in new surveys, &c., and it was important that those who subscribed for Stock should be prepared promptly to pay their assessments, as delays were dangerous; the Canada gentlemen would be on hand to pay theirs, which would be 10 per cent. on transferring the Stock.

Information was then called for from the Canada Road leading from Sarnia, and from Wisconsin.

Mr. Glass, of Port Sarnia, said Mr. Tiffany, of the projected Sarnia Road, had been here this forenoon, and was now across the river, but it was not convenient for him to be here this evening. He was sure, however, that the Canada Road folks felt a lively interest in this project as a connecting link.

Mr. Mitchel had talked with Mr. Tiffany. Mr. T. told him that in view of the difficulty in getting loans, and some other things not necessary to mention, they had just got a new charter from the Canadian Parliament for the Sarnia Road, making it a branch of the Great Western Road at their (the G. W.'s) option, and that the Road from London to Sarnia was sure to be built by June or July of next year. It was not convenient for Mr. Tiffany to be present this evening, but he manifested much interest in this Port Huron and Lake Michigan project.

Mr. Judson, of Kenosha, Wis., did not feel authorized to appear fully for Wisconsin, a delegation had started from other parts of the State but failed to reach here. He could only appear as a local delegate. There was a great interest awakened in Wisconsin on this subject. He had always supposed that Grand Haven would be the western terminus of a Railway through Michigan. Chicago and Milwaukee were rival Cities, and the policy of the Illinois Legislature had ever been to divert trade and business from Wisconsin, and centre it in Chicago. The people of Milwaukee, he believed, would take great interest in this eastern outlet. Mr. Judson then referred somewhat in detail, to the various Railroads built and projected in Wisconsin, which would be more or less contributory to this one. He thought this Convention should extend its eye even beyond the great father of waters—the Mississippi—for he believed the time was not far distant, when roads would cross it and extend as far as grass grows. In view of the vast rich country of the West, he considered it a fortunate circumstance for the East, that it was settled first, or it never would have been at all. The West was emphatically the "promised land" to the children of Israel. There could be no just estimate made of its future greatness, and the magnitude of its vast products and wealth. He spoke of the harbors in Wisconsin. Kenosha had one nearly completed, one good one at Racine, and one at Milwaukee. In spite of the policy of the General Government, (our reporter don't know whether Mr. Judson is a Whig or Loco) Wisconsin would soon be tolerably well supplied with good harbors, and then the whole of Wisconsin and north-western Illinois would contribute largely to a work on the East of Lake Michigan.

A call was made for delegates or others to give any information to the Convention of the character of the country through which the Road would pass, and the probable business, &c.,

when Mr. A. N. Hart said an air line Road from Port Huron to Grand River would be 183 miles; but the projected Road, to reach the desired points, Lapeer, Flint, &c., would be 201 miles in length. The grade was very light, plenty of timber, and no large rivers to bridge. On the whole he considered it the most eligible route in the world for a Railroad—he did not know of its equal, and he thought he at least saw the star of hope rising in the East, indicating a day of salvation for this heretofore hemmed in portion of the State, and he hoped soon to see the iron horse dashing along, snorting fire and thunder through this vast wilderness, from Port Huron to Lake Michigan.

Mr. L. M. Mason wanted to ask Mr. Hart if any certain amount of Stock had to be subscribed along the line of the Road—if the amount taken, be it more or less, or not any, would affect the subscription of Stock by foreign capitalists; was there any contingency of this nature?

Hart in reply—Can't say that it would affect their action in the matter, but it is requested that one-fourth or one-fifth of the Stock be taken. In 1838-39 much work was done by the State, in grubbing and grading and cutting out, which was a great consideration now. The State expended \$110,000 on the work, and the company would now reap the benefit. In view of the roads East and West, its tributaries would be unparalleled as a great through route.

Hon. J. R. White said he had been to Quebec, the headquarters of Canadian operation, where he was informed that the so-called "Grand Trunk Railway" from the Gulf of St. Lawrence through Canada, was to be constructed within two years, to Port Sarnia, at a cost of about forty-five millions of dollars—it was all fixed, there was no mistake about that.

Wm. A. Richmond, of Grand Rapids, said that ever since the State projected their Railroads, the affections of the people of his locality had been with this route.

The State abandoned its policy and sold out two of its charters, but the Government did not approve the sale of this great favorite route, and why? because it would become a rival of the Central and Southern, and hence the necessity of its *velo*. The Stockholders have kept the charter alive, but have not the funds to build the Road; they can, however, place its advantages before those who have money.

A contract has been entered into with parties in Canada, and every man should inspire himself with the greatest confidence that the road *will be built*, and strive to impart the same to others. The feeling in his vicinity was very strong that they would have a road—the Oakland and Ottawa gave strong assurances, and their engineers were busy on the route—the maps and profiles were now made—they were sure of a road.

He thought, however, they preferred this Road, for they had rather be on a great throughfare than on a plug, or side track. The people in Grand River valley were mostly in favor of *this* road, but under the circumstances, the want of a Railroad outlet—it was not to be expected that they will throw any obstacles in the way of the Oakland and Ottawa Road, but if they have any means to give it will be given to the Port Huron Road.

Noah H. Hart, said he was happy to see his friend, the reporter of the Advertiser, here taking notes; it shewed a commendable zeal to keep the public advised of all important projects, and he wished to say a word for his information and benefit, and for Detroit. He wished to say that the construction of this Road was now certain, and they asked no favors or sympathy of Detroit, the Oakland and Ottawa, or the Michigan Central Road. The construction of the Oakland and Ottawa Road had been fully discussed by the English capitalists engaged in this Road, and they were willing to build it, even if that Road was to be built also. They had always received the cold shoulder from Detroit to every Northern enterprise, but now they ask no favors—no sympathy.

Mr. Dowling thought before the Convention adjourned, a Committee should be appointed with power to confer with the Milwaukee delegation, should they arrive to-day, and have any propositions to make.

L. M. Mason was sorry the delegation did not get here, but the peculiar condition of the Michigan Central Road was such that they could not get over it *just now* in time to attend this meeting.

He had heard they were coming prepared to subscribe for, from one to two hundred thousand dollars of the Stock, and that the City of Milwaukee had authorized a loan of its credit to the amount of one or two hundred thousand also.

He was glad to hear that the O. and O. Road was to be built—had no objection if they chose to build it; was astonished at this day to hear men mention the Michigan Central Road. Where did it run from? Simply from Detroit to Chicago. The line of *this* Road is the central portion of the State, with a population equal to the Southern portion. When the so-called central road was built, there was a vast space in the North unoccupied, which would soon be teeming with dense population. The North was good both for agriculture and for lumbering, both of which would enrich the State and maintain Railroads. He considered it important to have all the Stock possible taken on the Road.

A Committee, consisting of Messrs. Dowling, A. Sweetser, and W. B. Hibbard were appointed to confer with Milwaukee delegates should they arrive.

Mr. N. H. Hart moved that the proceedings be published in all the Detroit papers.

Mr. M. S. Gillet, of Port Huron, said many would not see them in Detroit papers—he for one did not take a Detroit paper because they had ever been so one-sided. (It was finally agreed the proceedings should be published in the Village paper at Port Huron where they would be seen.)

On motion, W. A. Richmond, C. C. Hascall and Alva Sweetser were appointed an Executive Committee, to whom sub-committee should report, and in other respects to carry out the objects of this Convention.

Mr. L. M. Mason again mounted the rostrum, and said he would warn them of the necessity of action and firmness—for they would meet the most determined and constant opposition from Detroit and the Central Road—never had any thing else from that direction and never would.

Although he did not now live on the line of the Road, yet his sympathies were with it; he had been so long a resident of St. Clair County he could not well forget her interests; he now lived in Hamtramck; Detroit lay adjoining Hamtramck, on the West; yet he remembered St. Clair and the scenes of by-gone days. Opposition was all to be expected from the Central Road; that monopoly had been at the Legislature with its money and its bribes; had known free tickets given to Members of the Legislature going to the Capitol; had known a vast deal of corruption in that concern, (he had,) and the North never did get any appropriation, except by combining with the South, by which combination perhaps two unworthy projects would be log-rolled through. They had been cheated and swindled long enough, and were not going to stand it any longer; but it would be a hard struggle until the victory was won. The Michigan Central could afford to spend \$100,000 to defeat this great route, but they could not do it, for if the present Canadian Contractors should back out, there were others who would go into it. There was no one in this State but could do better with money at present than to put it into this Road, but it would eventually pay and be first rate Stock.

Mr. Sanborn said this State commenced with three projected roads; at that time, they of the North supposed they were dealing with honorable men in Detroit—he was in the Legislature when they sold two of the roads, and they said they did not object to this Northern Road and would grant a charter—they did so in '47, but had opposed it ever since. What can we expect when Brooks and Joy and all Detroit come up and say and act as they do towards the North, both in regard to Railroads and emigration? Nothing but war and opposition.

Every effort was made to turn the tide of emigration from the North, which was belied as to location, facilities and cost. But in spite of their opposition we will now build this Road, let that opposition come in what shape it may. The business and growing population of the North will warrant it.

On motion, the thanks of the Convention were tendered to Hon. Malcolm Cameron, of Chatham, Canada West, for his constant friendship to this Road, and his efforts to secure capital to construct the same. The Convention then adjourned to meet to-morrow morning at eight o'clock.

Thursday Morning, *May 5th*, 8 A. M.

Hon. W. L. Bancroft offered a series of resolutions which were adopted, but our Reporter failed to get a copy. They asserted generally the feasibility of the route, and project of the Road over all others, &c.

Mr. A. N. Hart said the condition of the negotiations required statistics to be prepared as soon as possible, and he hoped Committees would be vigilant. He said also, that according to a resolution of the Directors, a ten per cent. assessment had been voted upon the Stock, five per cent. to be paid the 1st of June, and five per cent. the 1st of July, which would be considered equivalent to the 10 per cent. required to be paid (by vote of Directors,) on assignment of Stock, to those who subscribe, and any one thus subscribing would stand on the same ground with the original Stockholders. A certain amount of Stock has been reserved for the accommodation of those who want Stock on the line of Road - he presumed enough to accommodate all. This Stock is also liable to an assessment of five cents on a share exclusive of the 10 per cent.

N. H. Hart said, two years ago Directors voted to assign Stock to Subscribers on payment of 10 per cent. and the June and July assessments are considered in lieu of that, and the five cents per share still remains due.

M. Mayer wanted to understand these various assessments; as he understood it, there was an assessment of 10 per cent. on the stock, and five cents per share all due in June or July.

J. R. White said the shares are \$100 each. When a man subscribes he pays \$100 05, then comes the assessments per centage. The Canada parties said they should adopt the same plan and call an assessment of 20 per cent., as they had the funds and could meet it as well as not. There was no speculation contemplated on the part of the Stockholders - he would take no more than he could meet assessments upon, and if he did he would forfeit the Stock and lose what he had paid.

Mr. Thayer thought there was something foggy about 10 per cent.

A. N. Hart said by a resolution of Directors some years ago, Stock could only be assigned on payment of 10 per cent. on Stock, and 5 cents per share, and this 10 per cent. to be paid in June and July was in lieu of that then voted.

Thayer said it looked very objectionable, very like a *bonus* of 10 or 15 per cent. to the original Stockholders.

A. N. Hart was willing to assign Stock to any one who would take care of it and pay assessments, and this ten per cent. was a guarantee to him that they intended to pay for what they got.

Mr. Thayer thought there would be a lack of confidence in this scheme—an idea was held out that it might fail. He could not ask his neighbour to subscribe, and pay 10 per cent. and 5 cents per share, because they would say, if the scheme fails, we lose all that which goes into the pockets of the original Stockholders. The Directors should rescind that rule, and require payments only when assessments were made and collected on the entire Stock.

Mr. Mitchell thought assignees were placed on the same footing with original holders, so that if they paid theirs, and the originals did not, the originals would forfeit, and the assignees would become real owners.

Mr. Thayer moved that Directors be required to rescind the 10 per cent. rule on assignment, and make assignment good on the payment of the first two *bona fide* assessments upon all the Stock, at 5 per cent. each.

J. R. White said, under the rule, when stock was taken, 5 cents per share was paid down, and it was then subject to 5 per cent. due in June and July.

A. N. Hart would explain—thought Stock could be assigned on condition of payment of 10 per cent. in July, and obviate the difficulty.

Mr. Thayer asked Mr. Hart if he had any objections to the resolutions to rescind?

Mr. Hart said he had. He had made several assignments and wished to hold the records as they were for security against them.

W. A. Richmond said it could be fixed—any one taking Stock could receive a certificate on payment of 5 cents per share, that if he paid the June and July dues the Stock would be his, if not he forfeited.

B. B. Harrington wanted to know if the original holders had ever paid their 5 cents per share, or ever expected to.

A. N. Hart was surprised to hear such a question asked, as this assessment was on the whole Stock.

Harrington—How much has been paid into the Treasury? Hart thought that a leading question, but would answer, they had made no appropriation of it, and had not been very stringent about collecting, but he believed the holders of fifteen or twenty shares had paid in the 5 cents per share.

Wm. L. Bancroft moved that delegates procure the publication of these proceedings in the respective papers in their localities, which was adopted, and on motion, the Convention adjourned *sine die*.

From the Port Huron Commercial, 7th May, 1853

THE RAILROAD CONVENTION.

A very full Report of the proceedings of the Convention of the citizens and others interested in the construction of the Port Huron and Michigan Railroad, held in this Village on the 4th inst., will be found in our columns to-day. The Convention was not large, but it numbered among its members most of the leading business men of "Northern Michigan." Delegations from Canada, and from some of the southern parts of Wisconsin were also present. The proceedings were of the highest interest, and afforded the most perfect satisfaction to all who participated in them, while they cannot fail to afford substantial matter for congratulation to the friends everywhere of the great work which called them forth.

Though we have labored long and earnestly in furtherance of a Railroad to connect Lakes Huron and Michigan, we confess it has ever been, since the enthusiastic days of '36, a "forlorn hope," with us. We have sought to keep alive courage and confidence among the friends of the enterprise, while our own courage has faltered, and distrust has usurped the place of hope. Not but what we believed the Road would one day become a "fixed fact," for we have ever deemed its construction an ultimate necessity; but, with the energies of those immediately interested, crippled, the State Government first, and then a monopoly which seems to be itself the State, arrayed in hostility and bitterness against them—we feared that our generation would hardly see the Port Huron and Lake Michigan Railroad completed.—A dozen years have wrought a wondrous change; here, as elsewhere in the great west, that period is sufficient to mark an epoch.—What Railroads have done during that period for the Central and the South, the tide of events, the pressure of immigration, the course of enterprise, trade and travel between remote parts of the Continent, and more than all, the crowding necessities of our people, have accomplished for this work. As is happily

expressed in the resolutions, while the Centre and South, have been developing, with the aid of Railroads, the North has been preparing to develop a Railroad, equal to any, inferior to none. We already equal any other section of the State in population, and surpass any in territory and in business. Why should we not have a Railroad?

That these anticipations are not premature or ill founded, *we do know*. The proceedings of the Convention warrant them. More than that, we are satisfied from personal conferences with Hon. A. N. Hart, and other Directors, that the confidence inspired by their assurances, among the friends of the work, is well founded. We are satisfied that what was *not* stated to the Convention by him and them, as to their recent negotiations; would have been even more gratifying than what *was* said. In one word, *we are satisfied that they have arranged for the immediate building of the Road.*

There was but a single disappointment connected with the Convention. The delegation from Milwaukee, owing to an accident to the train on which they took passage on the Central Road, failed to reach here. This is a matter of regret, on all accounts. The delegation was composed of some of the most enterprising and prominent citizens of that most beautiful and enterprising City. Their presence would have added an interest and *relat* to the proceedings which would have left us nothing to wish for as a friend of the work which called the convention together. We learn, however, that they met a portion of the delegates the next day, and returned with them to Detroit, where we presume, a conference was held to the mutual satisfaction of both parties.

The Convention, in number, in character and in its results, far transcended our expectations, and will mark the commencement of a new era for "Northern Michigan," when fruition shall have crowned long delayed hope, and the perfection of a great work shall swell the liberal measure of our prosperity.

From Detroit Daily Free Press, 12th May, 1853.

THE OAKLAND AND OTTAWA RAILROAD.

The *Ionia Gazette*, of the 6th inst., says:

"To those who need to have their faith strengthened in reference to the immediate commencement of operations on the Oakland and Ottawa Railroad we would say that the Engineers on the section of the Road in this County and Kent, have returned, bringing with them cheering prospects. They intend to have the surveys and estimates so far completed that the work of grading and excavating can be commenced in the

course of six weeks or two months at farthest. We are informed that there will be no difficulty in getting sufficient amount of capital subscribed to complete the work, and that, too, as fast as money and labor can do it. Many heavy eastern capitalists are anxious to get hold of the stock. The citizens along the line of the Road will, we presume, be solicited to take some stock, enough at any rate to interest them in its favor, and to cover the cost of the right of way. Clinton and Shiawassee Counties have made some liberal propositions, as to the amount of 'aid' they will render to the company. We venture the prediction that Ionia County will not be a whit behind any of her sister Counties in point of efficient liberality in furtherance of this enterprize. The importance of having the Road built is everything to us—by the side of which a few paltry dimes sink into utter insignificance!"

We are glad to know that the people along the line of the Oakland and Ottawa Road take a very deep interest in its construction, and that they evince a willingness to secure to the Company the right of way. *The Road will be built.* This is no longer problematical. And it will be built as speedily as men, money and energy can do it. The whole line will be under contract and under way within a month, and we do not entertain a doubt that the inhabitants of the shore of Lake Michigan will hear the snort of the iron horse before two winters shall have passed over their heads.

We would not say a word to the detriment of the Port Huron and Lake Michigan Road, connecting with the Grand Trunk Canada Road at Sarnia. But it must be recollected that even were it already constructed, it yet could not be made available as an outlet for the people and the trade of the northern part of this State, and of Wisconsin, until the whole line of Road through Canada from Trois Pistoles to Port Sarnia, is constructed, a distance of more than one thousand miles. This Road and the Port Huron Road, cannot be completed in one year or two years; and whatever may be the assurances of interested parties, we are constrained to regard the whole project as at least indefinite.

How is it with the Oakland and Ottawa, and the Great Western Road through Canada? The former, we may safely predict, will be in running order by the first day of January, 1855, and the latter twelve or fourteen months earlier. So that, by these routes, all Northern Michigan and all Wisconsin will be open to Railroad communication with the whole world, and the rest of mankind in the short space of about twenty months!

This is a consummation devoutly to be wished, and it is a consummation that will be consummated; and that too, we verily believe, within the time named.

The Port Sarnia route has no advantages over the Detroit route, save, possibly, a trifling difference in distance. But the Detroit has *essential* advantages over the Port Sarnia route. This City is a point with which all Michigan at least desire to be in communication. It is, and is destined ever to be the commercial centre of the State. The day is not distant when a Railroad connection with Toledo will be made; probably by the time the Oakland and Ottawa shall be completed. Thus, the connection will be completed between Grand Haven and all the Eastern and Southern States; so that our Wisconsin and Northern Michigan friends may take the cars for Buffalo, New York, Cleveland, Cincinnati, Pittsburg, Washington, Philadelphia, and every where else!

These are all facts which tell in favor of the Oakland and Ottawa route. And there is another fact of some importance. The gauge of the Port Huron Road is to be wider than that of the Oakland and Ottawa. The cars of one cannot run upon the track of the other. Hence, should the Port Huron be the main route, and the Oakland and Ottawa only intersect it, transshipments, always involving great expense and trouble, would in all cases have to be made. Our own behalf is that but one of these roads will be built for years, and *that* will be the Oakland and Ottawa, *because* it will be the first completed, and because, too, it will afford greater facilities of inter-communication than the other.

MICHIGAN SOUTHERN RAILROAD.

The *Adrian Watch Tower* says the following gentlemen have been elected as *active* Directors of the Michigan Southern Railroad Company:

Gov. J. S. Barry, Mich.; Edwin C. Litchfield, Esq., N. Y.; Hugh White, Esq., Saratoga, N. Y.; Elisha C. Litchfield, Esq., Detroit, Mich.; Charles Butler, Esq., N. Y.

THE QUESTION SETTLED.

From the Port Huron Commercial, 21st May.

It will be seen by the Report of the Railroad Convention at Port Huron, that the Port Huron and Lake Michigan Railroad is speedily to be built, the Directors of the Company having contracted with the and assigned over to Quebec capitalists, eleven-twentieths of the stock, being an amount sufficiently to control the management of the Road, and ensure its early completion. The Convention which has been held, was very desirable at the time it was called, and proper at any time; but the urgent necessity for it had gone by, in consequence of the objects for

which it was called having been virtually accomplished by this previous negotiation between the Canadian capitalists and the Directors of the Port Huron and Lake Michigan Railroad.

Such a result as this we have throughout foreseen and predicted, from the all powerful reason that the proprietors of the Grand Trunk and Great Western Railroads of Canada, needed this outlet at Port Huron to render their own Roads a paying investment. The parties who have contracted with Mr. Hart and the other Directors of the Port Huron Road require no monied assistance to build the Road, and would take all the Stock if there were not a share subscribed along the line. They have made other minor conditions, however, which will be easily complied with such as procuring certain statistics, &c.; to accomplish which and secure the right way, active steps have already been commenced. It is but right that the citizens upon the route and in Wisconsin who are interested in the Road, should have the opportunity of making investments in a fund that promises to be the best paying Railroad in Michigan, and the nine-twentieths of the shares reserved by the Directors of the Company, we have no doubt will be speedily taken up. The enterprise, however, is not depending upon this contingency; nor will it be retarded by our citizens failing to avail themselves of the advantage offered them. The Road will be built under any circumstances.

We congratulate our fellow-citizens upon the fortunate prospects opening upon them in the future. Never was a similar project undertaken under more promising or favorable auspices. The Port Huron and Lake Michigan Railroad will form the connecting link of a chain of Railroads commencing on the Atlantic shore, and which may one day reach to the Pacific. The communication may be said to be uninterrupted at all seasons for Lake Michigan, at the western terminus, in Grand Haven, never freezes; and Grand Haven is known to be one of the best and safest harbors for shipping on the whole chain of the Northern Lakes. At Port Huron, the eastern terminus, the river is equally free from ice, unless in the most extreme winters, in which it has altogether the advantage of the ferry at Detroit. Added to these the Road traverses the richest, most fertile and now most populous section of our State—a section, the resources of which have hardly yet begun to be developed, but which this Railroad is destined to render teeming with life, wealth, and productive industry.



