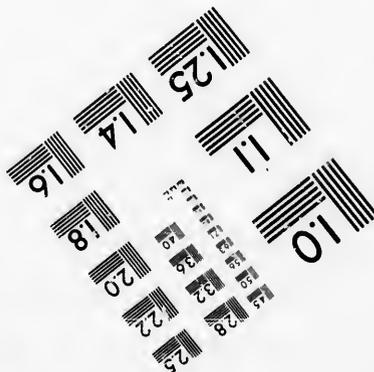
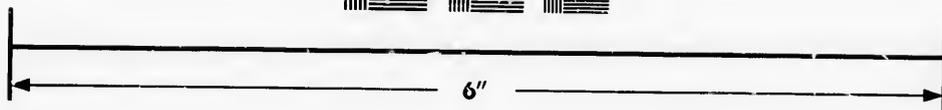
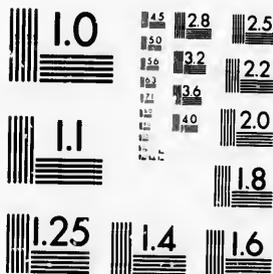


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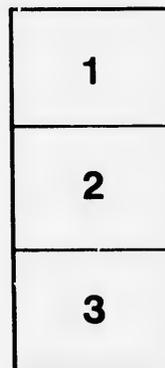
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HAMILTON AND PORT DOVER RAILWAY.

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ADDRESS

OF

THE DIRECTORS,

TO THE

CITIZENS OF HAMILTON,

AND THE INHABITANTS OF

TOWNS, TOWNSHIPS, AND VILLAGES,
ON THE LINE.

HAMILTON:

PRINTED AT THE SPECTATOR OFFICE, COURT-HOUSE SQUARE.

1855.



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1855.

THE NATIONAL

ASSOCIATION

OF THE

TELEPHONE INDUSTRY

OF THE UNITED STATES

AND CANADA

INCORPORATED

IN THE DISTRICT OF COLUMBIA

1911

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HAMILTON AND PORT DOVER RAILWAY.

To the Municipality and Citizens of Hamilton, and the Inhabitants of the localities interested in the construction of the above line of Railway.

GENTLEMEN—

The Directors of the Hamilton and Port Dover Railway Company, being desirous of securing your individual, as well as corporate aid, in the construction of this undertaking, beg to lay before you such information as they possess, in order to show the importance of an immediate commencement, and vigorous prosecution of the work. The subject of a South-Western Railway, to open up a communication between the head waters of Lake Ontario at Hamilton, and the extensive and populous country lying South-West of us, as well as to obtain the shortest and best connexion, by railway, between these two great lakes, Ontario and Erie, has of late excited so much attention and been so fully discussed by the press, that the Directors of this Company deem it unnecessary to enter at great length into the merits of their Line. In this City in particular, where the question has perhaps been more fully canvassed than elsewhere, the conviction has gradually spread itself amongst our merchants, mechanics, landed proprietors, and indeed amongst all classes, that the time has arrived when the work should be commenced. The unanimity and enthusiasm with which the Council voted the credit of this City, for the sum of £50,000, the Directors of the Hamilton and Port Dover Railway Company, believe to be only fair evidence of the general desire and feeling of our Citizens.

For the information of such as have not given the matter their serious consideration, the Directors beg to state a few of the reasons, upon which they base their claims for the general support of the public of this City, and on the proposed route of the line.

In the first place they would state, that the present Company was incorporated by an Act of the Legislature, passed in 1853,

with a capital of £500,000, divided into shares of £25 each. During the year 1854 a survey of the line was made, under the direction of R. G. Benedict, Esq., Civil Engineer, but owing to circumstances which it is unnecessary to refer to, no steps were taken to put the work under contract, or to raise funds for its construction. The expenses thus far incurred for surveys, Secretary's salary, and printing, only amount to about £1,300, which have been paid. The Company is therefore free from liability, and are in a most favourable position for commencing work.

The next thing to be noted, is the fact that the population of the southern tier of Counties, bordering on Lake Erie, now amounts to nearly 200,000. This tract of country, which is unprovided with railway communication, is over 200 miles long, and of an average breadth of 20 miles. In the fertility of its soil, the mildness of its climate, and the industry and energy of its inhabitants, it is equal if not superior to any other given tract of equal extent in the Province.

Hitherto, but a small share of the products of this fine section of country, have found their way to our market, for want of means of transit. A small amount of merchandize may have been supplied by our merchants; but limited as our commercial intercourse has been with the shores of Lake Erie, it has been seriously affected by the opening of the Buffalo and Brantford Railway, which has cut us off from much of the business south of the Grand River.

The Directors have the strongest reason to believe, that in less than three years, what is called the Southern Railway, will be completed. This line, as everybody knows, will extend from the Niagara to the Detroit River, and will pass through the very heart of the tract of country referred to. It is almost too obvious to need remark, that when this Southern Line shall be completed, the entire commerce of the Southern Counties, with all their numerous towns and villages, and a population of 200,000 souls, will be lost to us beyond retrieve, unless we put forth great efforts and construct the line from here to Dover, or to Simcoe, where a connection will be had at a favourable point, with the Woodstock and Lake Erie line, and also with its western extension, which is to form a part of Southern Railway. With such a connection, it can be demonstrated almost to a mathematical certainty, that nearly if not quite all of the heavy freight traffic of this line must flow to our City.

In order to establish this position and make the matter clearly understood, it is necessary to state the well-ascertained fact that the bulk of the freight traffic through the State of New York, is retained by the Canal, notwithstanding the active competition of the two great lines of railway, and the great loss of time by the former as compared with the latter. Now, as New York has become our chief market, the same rule applies to our commercial intercourse with that City. The bulk of our freight consequently passes through the Erie Canal, either by way of Buffalo or Oswego. If by the former ten days are required to go to, or from tide water at Albany; whilst by the latter route only five days are consumed. The distance from Hamilton, or Niagara to Oswego, by steam-boat, is now accomplished in a single night, so that these places are, in point of time, fully four days nearer to our chief market than Buffalo. With such an advantage, it will not be surprising, hereafter to see freight transported from Fort Erie and Port Colborne, to Hamilton or Niagara, by rail, in order to gain time, by taking Lake Ontario. This fact being established, the question, as to the relative claims of Hamilton and Niagara, for becoming the entrepôt for Southern Canadian trade, presents itself.

In reference to this point, the facilities of transport being equal to both places, the superior advantages of Hamilton in size, wealth, and population, and as the established centre of Western Commerce, are such, that there would be nothing to fear from the competition of her would-be rival. But with the Southern Railway built, and the extension from Simeoe to the Suspension Bridge, which is to be made a part of the main line, completed, nearly the entire freight of the Southern Country and of Lake Erie and the Western States, flowing on to the Southern Line, must of necessity centre at Niagara, and *none of it could reach Hamilton, unless the Port Dover Line be constructed.*

With both these Railways complete, our line intersecting the Southern at one of the points indicated, let us see how the matter will stand. The distance from Simeoe (supposing that to be the point of intersection) to Niagara, *via* the Suspension Bridge, is about 80 miles, or nearly the same as by way of this City; whilst from Simeoe to Hamilton, it is only about 37 miles. The distance in favor of Hamilton will then be 43 miles, and the charges on freight are the same on the Lake, whether to, or from Hamilton,

Toronto, or Niagara, and the difference in time by Steamers only two and a half hours.

The actual cost of carrying freight on the Railways of New York, to say nothing of the profit, has been found to be about 80 cents a mile for an ordinary train of 175 to 200 tons. It would therefore cost \$34 40 cts. more, to move an ordinary freight train between Simcoe and Niagara, than between Simcoe and Hamilton. These facts, it is conceived, settle the question as to the superiority of this City, as the entrepôt for South-Western Canada, as well as for such foreign commerce as may be carried on through this part of the Province.

But admitting that only one-half this business was drawn through our City, it would still be an object worthy our ambition to secure it.

As to the Grand River business, the same arguments apply with equal force. There is a Railway already in operation 70 or 80 miles long, which is to be extended to Goderich. By tapping this line at Caledonia, or some other convenient point, there is no reason to doubt that all the important freighting business of this fine country, situate in and near the valley of the Grand River, will immediately centre in Hamilton. Here then is another immense source of business both for the City and the Railway, which will benefit alike the inhabitants on the line of road and the City itself—for all advantages of this nature are mutual and reciprocal.

The Lumber Trade of the Grand River, which centres at the very point likely to be crossed by our Railway, has become of such importance and magnitude, that it merits special notice. The demand for lumber at Chicago, has already had the effect of drawing supplies from the Grand River, so that the manufacturer has the choice of two great markets open to him. By means of the Hamilton and Port Dover line, the great staple product of this section of Canada, may be delivered with equal facility at Hamilton where, what is not required for local consumption, may be shipped to Eastern markets by way of Oswego, or at Port Dover, to supply the western demand.

In addition to these extensive sources of business, the trade between the two lakes, that will flow over our line, will doubtless be very great. This trade has so increased that the Welland Canal is quite inadequate to its wants. Formerly a vessel could pass through

this Canal in from 20 to 30 hours. It now requires a whole week, and this route has become nearly as tedious, as that by the Erie Canal *via* Buffalo. It has been shewn that a cargo of wheat or flour, leaving Cleveland in the evening and arriving at Port Dover in the morning, may be again set afloat on Lake Ontario, by means of our Railway, the following evening, and be delivered at Oswego the next morning. This may seem incredible; but with the improved means of transhipment by Steam and Water power it is perfectly practicable. We may therefore confidently count upon a large trade from all parts of the thickly settled shores of Lake Erie, and for the establishment of one, or more daily lines of first class Steamers, in connection with the Hamilton and Port Dover Railway, between Dover and Cleveland, which is the mouth of the great Ohio Canal, as well as to other points on the Lake. In addition to the advantages possessed by Dover, as a point of connection between the two Lakes already stated, it is nearly 100 miles higher up the Lake than Buffalo, and is open several weeks earlier than the latter in Spring, and also avoids much of the perilous navigation of that stormy Lake. It is besides, opposite the great coal fields of Pennsylvania and Ohio, whence cheap and inexhaustable supplies of Coal will be afforded to the Province. As a freight line, the Directors of the Hamilton and Port Dover Railway Company, believe that its importance cannot be over estimated—and it is this class of business that contributes most largely to the growth and wealth of towns and cities. The carriage of passengers through a country, adds but little to the general wealth, although it is valuable as a means of profit to Railways.

There is no reason, however to doubt, that this line will have a large passenger, as well as freight traffic. It is a universal law of commerce, that the movement of passengers, is always more or less influenced by the general course of trade. If Hamilton becomes the entrepôt for Southern Canada and the shores of Lake Erie, those who conduct the business of the various localities, will necessarily be frequently drawn here, and our business men will have constant occasion to visit the sources of business. Thus, in addition to local, we may count upon a large through passenger traffic.

ESTIMATED COST.

The Hamilton and Port Dover line, as surveyed by R. G. Benedict, Esq., will be about $42\frac{1}{2}$ miles in length, and the total estimated cost, including Rolling Stock, will be about £450,000, or £10,600 per mile. In reference to this estimate, Mr. Benedict remarks—"The cost per mile, may upon first thought be considered large, but taking into consideration, that in order to reach Port Dover, or the line of the Woodstock and Lake Erie Railway, the ascent of the Mountain, the crossing the Grand River, and several other smaller streams, have to be accomplished, all within a distance of $42\frac{1}{2}$ miles, it will no longer be considered so, but on the contrary will be looked upon as a very reasonable amount.

"In making the estimate, I have endeavoured, as far as possible, to cover all the items that usually go to swell the cost of Railways, except the loss upon Bonds, Debentures, Commissions, &c., which are not included, as the payments are supposed to be in cash; neither are the Station Grounds estimated, it being impossible to do so with any degree of certainty. Their cost will in a great measure depend upon their situation, and the management of the Company in acquiring them."

Mr. Benedict further states, that the work is to be, in all respects, equal to the Great Western, which is now regarded as the most substantial on this Continent; and the fencing and some other portions of it superior to that road. The Directors of the Hamilton and Port Dover Railway, beg to assure the public, that they will use their best exertions to procure the construction of their line, on the most economical principles, consistent with the obtaining of a first-class railway, and that they have the fullest confidence in their ability to accomplish this object within the estimated cost. This estimate, they hope may be materially reduced in amount, when another and more minute examination of the route shall be made, with a view to the final location of the line.

ESTIMATED PROFIT.

It may seem, and perhaps is, a very difficult thing to estimate the probable amount of business, that such a line as that between Hamilton and Dover will command. We have no parallel of a line of railway, connecting two such lakes as Erie and Ontario, which teem with so vast a traffic. With respect to the local, or way traffic, which may be certainly calculated upon, we have fortunately more reliable data, collected by railway men in the United States. From a careful examination and compilation of this data, made by A. C. Morton, Esq., Civil Engineer, the local receipts on the railways of New England and New York, have been ascertained to amount to \$3 per annum for each inhabitant tributary to them. In the State of Michigan each individual contributes something more.

Here then, we have a basis for forming an estimate of receipts from local traffic, which even on the Great Western, having such a large through traffic, constitutes about one-half its gross receipts. The Port Dover line will serve the Counties of Wentworth, Haldimand and Norfolk, and the City of Hamilton. These Counties had in 1852 the following population :—

Wentworth	28,507
Haldimand	18,188
Norfolk	21,288
	—————67,983

Add 10 per cent. per annum for increase for five years from 1852 to 1858, (by which time the Directors hope to have had their line one year in operation,) without taking into account such parts of adjoining Counties as may be tributary, or Hamilton, which, at its present ratio of increase, will then have over 30,000 ; and we may fairly base our calculations upon having a population of 110,000, contributing directly to the support of the Port Dover Railway.

At \$3 a head, this would give for receipts for local traffic, \$330,000. Supposing the through business between the two lakes, together with the undoubtedly large traffic that will be drawn from more distant parts of the country, by lateral lines, such as the Buffalo and Brantford, and the Southern Railways, should amount

to only one-half as much as the local traffic, instead of being equal to it, as in the case of the Great Western through business, the annual gross receipts would be \$495,000. Deduct from this 55 per cent. (which is a large allowance,) for working expenses, and there will be left for profit \$222,750 per annum. This would give a little over 11 per cent. upon a capital of £500,000.

The Directors consider this estimate to be exceedingly moderate, and they have such confidence in the enterprize, that they believe, if judiciously managed, it will prove one of the best investments in the Province.

It will be unnecessary to enter into any lengthy argument in order to shew to the inhabitants of this city, the effect which railways have, in creating wealth and adding to the comfort and happiness of the people of all classes. This has been too recently exemplified by the opening of the Great Western line. This road has only been some fifteen or sixteen months opened for traffic, and the vast effects that it is calculated to produce, are as yet only partially developed; nevertheless, the value of all assessable property has been nearly trebled, as appears by the following important statement, compiled from the books of the Corporation by one of the City newspapers:—

Annual value of Assessible Property in the City of Hamilton, in each of the undermentioned years.

Value before the Railway was opened, 1849.	£60,725
Do. do. do. 1850.	61,574
Increase from 1849 to 1850, in one year.	850
Value after it was opened 1854.	157,000
Do. do. do. one year, 1855.	190,000
Increase since 1850, the year the work was commenced on the Great Western Railway, to 1855, after the line had been one year in operation.	128,500
Rate of increase for five years, over 300 per cent.	
Rate from 1849 to 1850, about 1 per cent.	
Rate from 1854 to 1855, about 22 per cent.	
Revenue in 1849.	5,000
Do. 1854.	20,000

Let the owners of property on the route to Port Dover ponder over these results, and be assured, that all their property will be increased in value in a like ratio, by the construction of this highly important road. The Directors could give many instances of farms, 10, 20, 30, and more miles distant from this City, which, six years

ago would not have brought over \$25 or \$30 an acre, which have recently brought \$60 to \$100.

The Directors trust, that following the example very generally set by the residents on the lines of Railway in the United States, every man, both in Hamilton and on the entire route, will promptly put down his name for whatever amount of Stock he can conveniently pay for. The calls upon it will be spread over fully two years, and at no time will there be more than 5 per cent. required at shorter intervals than 30 days. Interest will be allowed upon all payments made upon Stock, and Corporations will thus be saved from collecting the assessments levied to protect their debentures, during the period of construction, and, as in the case of the Great Western Railway, they feel confident that by thus lending their credit, to enable the Company to carry out speedily this great work, the Municipalities so aiding, will never be required to pay one shilling. No great undertaking can be accomplished without strong individual efforts, sustained by the enterprise and cooperation of the whole community. The Directors of this enterprise, therefore, appeal to the public spirit of all who are interested, to enable them speedily to accomplish the task they have undertaken.

Upon the Citizens of Hamilton in particular, would they call, to set the example which they hope will be followed by all on the route. Let the Southern Line be constructed and the Grand Trunk finished to St. Mary's, before the line to Dover and the Berlin extension are opened, and our City will be cut off, and isolated from the most promising elements of its future prosperity, both on the south-west and the north-west. It is no longer a matter of choice, but one of urgent necessity, to complete without delay, both these enterprises, which will make Hamilton, in a few years, the first Commercial City in British America.

A. N. MACNAB, *President.*

WM. P. McLAREN,
H. C. BAKER,
GEO. W. BURTON,
H. B. WILLSON,
J. T. GILKISON,
JAMES LITTLE,
J. D. PRINGLE,
R. P. STREET.

} *Directors.*

HAMILTON, 19th JUNE, 1855.

APPENDIX.

THE COAL TRAFFIC.

Assuming that the movement of freight on the Hamilton and Port Dover Railway can be effected at the same rate, as in New York and New England, namely 80 cents a mile for a train of 175 to 200 tons, coal may be brought from Dover to Hamilton, by railway, at a cost to the Company of less than 17 cents a ton. This is lower by 3 cents than is now paid for Burlington Bay Canal Tolls, to say nothing of the Welland Canal Tolls, which alone would give a handsome profit to the Railway. Toronto, as well as Hamilton, and indeed all our neighbouring Towns and Villages, could therefore be supplied with this most important article of consumption, at a greatly reduced cost. This traffic will therefore no doubt become one of large profit to the Company, when it shall be properly developed.

THE WELLAND CANAL.

A few years only have elapsed since the completion of the enlargement of the Welland Canal. It was thought when this was effected, a capacity had been created for the growing trade of the West for half a century at least ; but if we examine the question, we will find that the greatly increased facilities now afforded by that route are taxed to their utmost; and the subject is already under consideration of further increasing the capacity of the canal by an additional tier of locks. Such being the case, it is evident the time has arrived for providing other highways for the transit of western products to the Atlantic, and no stretch of imagination is required to realise that before ten years other means of transit will be required for this purpose, in addition to the proposed Port Dover Railway.

RAILWAYS IN MICHIGAN.

The following article, taken from the Detroit *Tribune* of last evening, is so pertinent to the question of completing our railway system, that it is particularly commended to the attention of our citizens. The paragraph printed in italics is just as applicable to Hamilton as to Milwaukie. It is a notorious fact that during one period, a little before the Great Western Railway was begun, our city actually decreased in population, and that the increase above shown in the *annual* value of our assessed property, consisting of £128,500, from 1850 to 1855, represents a positive increase of no less than £2,141,600 in the *actual* value of real and personal property, but a small portion of which can be attributed to the alterations made during the same period in our assessment laws :—

“FUTURE POLICY OF DETROIT.”

“We perceive by the proceedings of the Common Council that a resolution has been passed requesting the Mayor to call a public meeting of the citizens of Detroit, for the purpose of taking into consideration the expediency of removing the restriction from the city charter prohibiting the city from loaning its credit to Rail Roads or other public works. If the faith of the city be not pledged to her present creditors not to increase her public debt except as may be required to enlarge the capacity of the Water Works, we hope this disability will be removed. A city that neglects or refuses to avail herself of every means within her reach to improve her condition, no more deserves success than the sluggard who refuses to plow by reason of cold, deserves a harvest. An enlightened and liberal enterprise is as much the duty of a community as *induct.*” is of an individual. Detroit has natural advantages for being one of the first cities in the west. The resources that lie within her reach, and which all seem waiting to pour their wealth into her lap, are numerous enough to make Detroit a city of 300,000 inhabitants in the next twenty-five years. It only needs that we should open avenues of trade with the various portions of our State to secure this noble result. Private enterprise, even if our business men were much more public spirited and liberal than they are, is not competent to effect all that is required. The city in her corporate capacity should aid in securing the advantages that are now offered before it is too late.”

"Within the last two years Milwaukee has loaned her credit to various railroad enterprises extending from that city into the interior of the State towards the Mississippi, to the extent of nearly \$1,250,000. *The effect of this upon the growth, and the increased value of the real estate of the city, has been most remarkable. For several years previous, the city had made scarcely the least perceptible progress, in population, or wealth, or improvement, and the general opinion was that the city was finished.* But the people were determined not to give it up so. They knew that there were resources enough in the State to build Milwaukee into a first class city, and they resolved to secure them. Their first step was to start the Milwaukee & Mississippi Railroad, striking the Father of Waters at Prairie du Chien. This has already been completed to Madison, the capital of the State, and will soon be finished. Two other roads leading to the Mississippi, besides one or two other enterprises, have been commenced and are far under way. The people of Milwaukee have voted from time to time, almost unanimously, to loan the credit of the city to each of these works to the extent of from \$250,000, to \$300,000. Why may not Detroit with much more wealth, a much larger population, and with quite as strong a necessity for some prompt and efficient action, do what her enterprising sister city has done?"

"It seems a formidable proposition, we admit, even to loan the credit of the city to the extent of half a million, or a million dollars. But it is a very different proposition from incurring an absolute public debt to an equal amount. * * * * *

* * * * * But even if the city should lose that amount in each of the railroads now so much needed, her property holders would be the gainers by it. The real estate of the city would increase in value more than four times the amount thus lost. The public good demands that the public itself should take this matter in hand. * * * * *

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