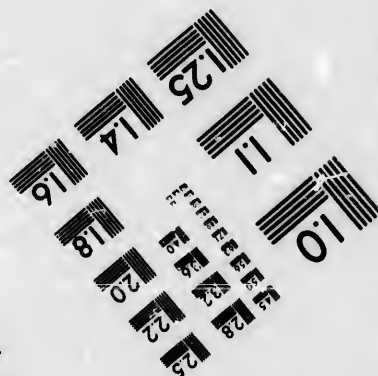
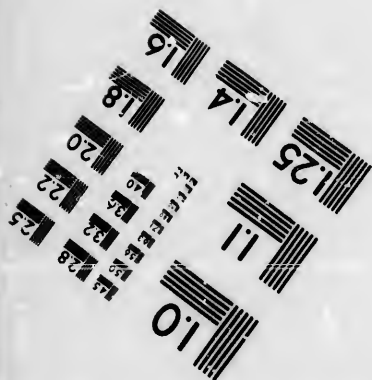
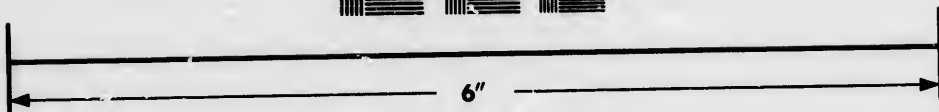
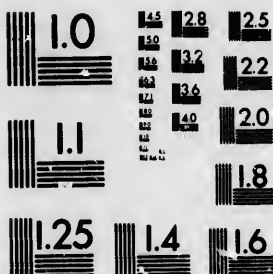


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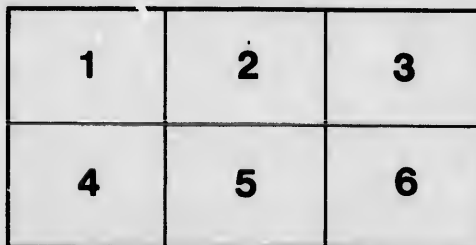
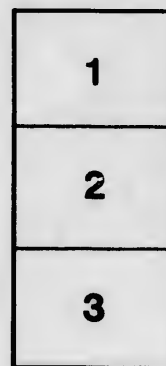
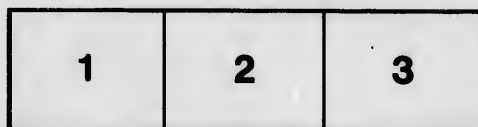
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REPORTS
OF THE
DIRECTORS AND ENGINEER
OF THE
LAKE ST. LOUIS & PROVINCE LINE
AND THE
PLATTSBURGH AND MONTREAL
RAIL-ROADS,
TO THE STOCKHOLDERS.

MONTREAL:
PRINTED BY J. STARKE & CO.

1852.

1852
(5)

Directors of Lake St. Louis & Probince Line Railroad.

WILLIAM F. COFFIN, President.
WILLIAM MOLSON, Vice-President.

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WILLIAM DOW.
ROBERT ANDERSON.
D. M'PHERSON.
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G. V. EDWARDS, Treasurer.

REPORT

OF THE ENGINEER.

WILLIAM F. COFFIN, ESQ.

President, Lake St. Louis & Province Line Railroad:

SIR,

IN obedience to your instructions the final location has been made of the Lake St. Louis and Province Line Railroad, and I now submit a Report of the characteristics of the route and the estimated cost of the work for the completion of the road, accompanied by a Map, showing its connections with other roads; also a survey of the St. Lawrence River, between Lachine and Caughnawaga.

The survey was commenced in May last, and from careful and thorough examinations of the route, with the aid of former surveys, I was enabled to finish the location and prepare the line for contracting in July. The negotiations for its construction delayed the commencement of the work until August.

The line commences at Caughnawaga, on the St. Lawrence River, at Lake St. Louis, and is located through the Seigniories of Saint Louis, Chateauguay, Lasalle, St. George,—passing near Beauharnois, and through the Townships of Sherrington and Hemmingford, to the Province Line at Mooers, two and a half miles from the Ogdensburgh Railroad.

The line adopted is nearly upon the route before selected, with some slight deviations, to avoid the more difficult points and diminish the cost of construction. The most important consideration, in determining the location, was to select such a route as would be the shortest feasible line between the St. Lawrence and Lake Champlain, with particular reference to the increasing business of a nature requiring a cheap and speedy transportation.

The distance from Caughnawaga to the Province Line is 29, 24 miles, and is 27, 20 miles straight, equal to 96 per cent. 2, 04 miles curved, with a radius not less than 2865 feet on the main line, excepting near the Terminus on the St Lawrence.

The gradients are as follows :

Level,	-	-	-	14. 28. miles.
Less than 10 feet per mile	-	-	-	2. 10.
“ 20	“	“	-	3. 46.
“ 30	“	“	-	3. 66.
“ 40	“	“	-	5. 74.
				29. 24.

The maximum grade occurring only at short distances on the different planes.

It presents, the entire distance, a route remarkably feasible by its uniform surface, for construction and operation, without encountering any difficult or expensive work, and can be completed at very small cost. There are no excavations on the line exceeding ten feet in depth. The grade of the Road has been so arranged that the track will be from three to five feet above the general surface of the country, which will render the road dry and less liable to obstruction from snow. The swamps, crossed at three points on the route, have been sounded—none will require piling; all are sufficiently firm to sustain embankments.

Some portions of the route require drainage, and ditches have been made for that purpose.

Rock excavations occur in small quantities at several places, most of which is near the St. Lawrence, and will be required principally for masonry and ballast for wharfing. There will be found some hard pan and loose rock in Hemmingford and Sherrington.

Gravel, for ballasting the Road, is found at Sherrington, St. Remi, and near the Indian reservations, convenient for that purpose.

On some portions of the route where stone is not at hand or of suitable quality for the culverts, wood drains have been substituted, at less cost, and can be replaced by stone hereafter, if deemed expedient.

There are only three Bridges, 12 feet in length each, on the whole line.

From the above characteristics it will appear that it presents one of the most favourable lines for easy construction, and, at the same time affords a good road at comparatively small expenditure. For operation, from its straight lines and easy gradients, it is capable of any desirable speed, and as a good road for transportation, will exceed any other road in Canada or the United States.

The estimates herewith submitted are based upon contracts actually closed for grading, and upon proposals tendered for other portions of the work, which, from the nature of the work and character of the parties, will be readily fulfilled; and with the allowance made for contingencies, is deemed ample for the completion of the whole line for operation within the estimate placed upon it.

Seventeen miles, or about two-thirds of the line, is now graded for the superstructure, and the remaining portion is rapidly progressing.

ESTIMATE FOR ONE MILE OF SUPERSTRUCTURE.

Iron Rails 56 lbs. per yard, 88 tons, at £9.....	£792
Chairs, of Cast Iron, 5 tons, at £8.....	40
Spikes, 2½ tons, at £20	45
Ties, 2400, at 1s. 2d.	140
Delivering and Distributing material.	33
Cutting, fitting and laying rails,.....	80
	<hr/>
	£1130

ESTIMATE FOR EQUIPMENT—(ONE-HALF AMOUNT.)

3 Locomotives, at £2000 each	£6000
3 Passenger Cars, 1st Class, £500 each	1500
3 Baggage and 2nd Class, £250 each	750
20 Covered Freight Cars, £150 each	3000
20 Platform Cars, £125 each	2500
5 Hand and Iron Cars, £25 each	125
Snow Ploughs,	100
	<hr/>
	£13,975

SUMMARY OF ESTIMATES.

Grading, Masonry, Clearing and Grubbing	£12000
Drains, and Foundation for Masonry	750
Bridges, Road and Farm Crossings	1250
Superstruction,—29 miles at £1130	32770
Turn-outs, Side Tracks and Fixtures	3300
Stations, Engine House, Turn Table & Water Station,	2250
Machinery and Tools for Repair Shop	1250
Land damages and Depot grounds	5000
Fencing, Gates, and Road Signs	2100
Wharfing at Caughnawaga	2000
Ballast, and Gravelling Road Bed	10000
Incidental Expenses, Engineering, &c.	3000
	<hr/>
	75670
For Contingencies, add 10 per cent.	7567
For Equipment, (one-half amount)	13975
	<hr/>
	£97,212

The clearing, grubbing, grading and masonry has been divided into sections, and contracted to responsible and efficient parties, at reasonable rates, who are now prosecuting the work with vigor. At this period, over half of the work, or 17 miles, is graded up to sub-grade; and, from the energy evinced, there can be no doubt of its completion at an early period next season.

The Ties are contracted for, to be delivered on this road before May next, on most favorable terms.

The Land Damages are settled, upon most of the line, at a less sum, in the aggregate, than the estimate.

The materials for Fencing have been engaged for all portions of the road where fencing is required, and will be delivered and fence erected during the winter ensuing.

There appears now every certainty that the road will be prepared for the superstructure in May; and that, without extra expense, it can be put in running order for operation in August next,—within one year from its commencement.

Surveys and soundings have been carefully made during the summer, of the Saint Lawrence River between Lachine and Caughnawaga, when the water was at the lowest, and the results show not only practicable, but exceedingly favorable channels of sufficient depth for a Ferry between these points, as will be seen by reference to the map. A wharf or pier will be necessary at Caughnawaga, about 400 feet long, in order to render it accessible at all times and convenient for the steamboats, craft, and business anticipated from the river.

This point of crossing the St. Lawrence has been always known as the most favorable at all seasons; and when the large masses and rotten condition of the ice render the river impassable, or, at least, unsafe, opposite Montreal, this is the *only place of crossing*, a matter of equal importance to this road and to all other roads in connection, to the trade of Montreal, and to the business and traffic between it and the Atlantic cities. The friends of this enterprise, who have been long familiar with this ferriage, have stated, with much confidence, its superiority, and rely upon its merits, when fully known, with certainty, that it will be appreciated.

Various unfavorable representations having been made of the character of this ferry, I have paid particular attention, and taken much care to test its practicability. The surveys and soundings, as may be seen by the map, show an ample depth of water, in almost a direct course. This has been conclusively demonstrated by experiments this season by running a steam-

boat across in thirteen minutes and returning in sixteen minutes, by a circuitous route at least one third more than the proposed ferry, proving that the passage may be made, under ordinary circumstances, from the station house at Lachine to the wharf at Caughnawaga in ten minutes. The information I have personally collected from steamboat navigators, pilots and ferrymen, convinces me that this is the most certain and never-failing approach to Montreal at all seasons, and that the channel is never frozen over in mid-winter. In this respect this ferry will compare favorably with other Railroad Ferries between New-York and Jersey City, Philadelphia and Camden, Boston and East Boston, the Susquehannah River, and the Frith of Forth in Scotland,—ferries connecting some of the most important lines of rail-road in the United States and Great Britain.

Another subject of important consideration connected with the crossing of the St. Lawrence River has, of lato, given rise to much discussion with reference to facility of communication between Canada, the Atlantic Cities, and the Western Lakes. This subject is the practicability of Bridging the St. Lawrence River, and *how, when, and where* that object can be effected. It is generally admitted, that for the general purpose of commerce between the Canadas and the United States, in winter as well as in summer, Montreal, from its centrality, presents the most desirable locality. Opinions differ as to the exact location of a bridge in the immediate vicinity of Montreal, but my recent investigations justify me in asserting that, in my belief, the best place *where* such a Bridge can be established is indicated on the map submitted. It will be seen by reference to this map, that immediately below Lachine and Caughnawaga the river narrows to a passage of under 3000 feet wide, at a point above the rapids, and free from accumulating masses of ice. Here there is a good foundation upon solid rock the whole distance, and a bridge might be constructed on substantial stone piers, for which there is abundance of good material at hand, on the truss or suspension principle. The bridge would be constructed with a draw, and would cause the least possible impediment to the navigation, seeing that no description of vessel can *ascend* the St. Lawrence at this point, the navigation being practicable for *descending* vessels only, and not many of them.

Having shown *where* the Bridge can be built, and *how* it may be built, I will add my belief that it will be built *when* the rail-road from Kingston to Montreal being completed, and the rail-road from Grenville (on the Ottawa) to Lachine being constructed, and the communication from Caughnawaga to

Plattsburgh being carried into effect, and the consequent communication both with Boston and New-York being opened up, it will be the interest and the care of the various corporations on these different lines of communication to combine for the construction of this Railroad Bridge. All these projects are in progress, and the result certain. Until then, this Ferry, at Caughnawaga, will answer all necessary purposes.

I would suggest that the Boats employed on this ferry should be constructed so as to convey merchandise in the cars without unloading, similar to the construction of boats now used for the same purpose in Scotland, which I have examined, and have no doubt can be successfully operated here, with some modifications. This will facilitate the importation of goods during winter, direct from Europe, under bond, depositing the same in the heart of the business portion of the City of Montreal by means of the Lachine Railroad.

Nor can I overlook, in this investigation, as an important item in the future income of the road, the local business to which it must give rise. The route passes through a fertile and productive agricultural country, thickly settled with a prosperous and industrious population, abounding in produce, grain, cattle, a large amount of manufactured lumber, which, with the necessary foreign supplies for such a population, will afford a large revenue in addition to the through traffic of the line.

So soon as the proposed Ferry is regularly established, the inhabitants of Montreal will be supplied with provisions, fresh meat, poultry, eggs, vegetables, milk, butter, and other articles, which, at present, are excluded from town consumption for want of a direct route and ready means of communication across the St. Lawrence at all times.

In connection with your road, it is proper here to refer to the Plattsburgh and Montreal Railroad, which is the extension of the Lake St. Louis and Province Line Railroad, and with it forms the connection between the St. Lawrence and Lake Champlain.

This portion of the route is as feasible as that in Canada. The work is rapidly progressing, with an efficient force to ensure its completion at the same time.

[For more ample details respecting the characteristics and progress of the Plattsburgh and Montreal Railroad, see Reports thereupon.]

This continuous line of road will form a direct and expeditious line of communication between Canada and the States; with Boston and the Eastern States by way of Burlington; also

to New-York by way of Burlington, until a through line is established on the west side of the lake to Whitehall; also to Ogdensburgh, Canada West, and the Western States.

The Termini of both lines are admirably located. One at Plattsburgh, with a spacious and secure harbour, accessible for at least two months longer in the winter season, when most needed, where it meets the steamboats from Whitehall, Lake George, Ticonderoga and Burlington, bearing the travel from Boston, Troy, Albany and New-York. The other Terminus, situated at Caughnawaga, above the Lachine Rapids, at the foot of the St. Lawrence navigation, and of the St. Lawrence Canals, opposite the mouth of the Lachine Canal and the Station of the Lachine Railroad, and immediately below the outlet of the Ottawa, bearing down an inexhaustible supply of timber, immense quantities of which are now annually transported to New-York by the circuitous route of the Chambly Canal. It is my opinion that, to reduce the expense of handling, mechanical means may be employed, at Caughnawaga, to raise upon the cars, cribs of timber adjusted to the size of the Whitehall Canal, which may be launched into the water at Plattsburgh, and transported to their destination at a great saving of time, labour and expense.

Thus situated, and with these attractions to trade and travel between Lake Champlain, Montreal, and the Western Lakes, it is almost impossible to overstate or overestimate the amount of business of which this road must be the recipient, or of the increase of that business, which, within twenty-five years, has created Buffalo, Dunkirk, Cleveland, Detroit, Milwaukee, and Chicago, on the American shore of these lakes, and is now giving a corresponding and equal impulse to Canada.

I would also call your attention to the certainty that, before long, a line of rail-road will be extended on the West side of Lake Champlain from Plattsburgh to Whitehall and Saratoga, —thus creating the most direct route, and the shortest between Montreal and New-York city, passing in the vicinity of the iron region of Clinton, Essex, and Warren counties of New-York State, developing the resources of that section of country, and adding greatly to the revenue of this road when completed.

This extension has been partially examined and surveyed upon three different routes—the lake shore, the valley and the ausable—either of which presents a practicable line to construct a rail-road; which will form the last link in the chain which will connect Montreal directly with New-York within the borders of the Empire State. This subject now occupies the

attention of shrewd and enterprising capitalists. Surveys of a more close and extensive character are now making, and no doubt can be entertained but that this road will soon be a matter of certainty.

I have extended these suggestions, and ought to apologise for continuing them in detail, hoping, however, that what has been presented, though prepared amidst other arduous duties, will receive the candid consideration and action of those who have this enterprize in hand, and the ability to urge it to completion, in the assurance that the benefits to be derived from this route in a social, financial, and commercial point of view, by all parties concerned in this important enterprize will far exceed any results I am able to predict.

Respectfully submitted by your obedient servant.

T. J. CARTER, *Engineer.*

MONTREAL, 5th Decr. 1851.

REPORT

OF THE DIRECTORS.

TO THE STOCKHOLDERS OF THE LAKE ST. LOUIS
AND PROVINCE LINE RAIL-ROAD.

GENTLEMEN :

THE time has at length arrived when your Directors feel that they can present to you, with satisfaction, a statement of the progress and prospects of the Lake St. Louis and Province Line Railroad.

The confidence they have always entertained in the success of this enterprise, is confirmed by the results of investigation and experience.

As this Report will doubtless meet with circulation, and cannot fail to attract the attention of parties remote from the site of the road, but equally interested with you in the progress of the work, it will be necessary to premise by a brief allusion to facts with which resident proprietors are more or less familiar.

The accompanying report by T. J. Carter, Esq., Superintending Engineer, both of your road and of the Plattsburg and Montreal Railroad, gives ample and minute information on all points connected with the selection and direction, and main characteristics of route, on the length of way, curves and gradients, on the cost of construction, present progress, and future prospects of the road. His opinion, with respect to the winter ferry at Lachine; the practicability of a bridge, in the same vicinity; on the local and through business, and the management of the same, derived from his practical experience, will receive your grave attention. It is accompanied by a map, which will be found most useful for reference and illustration.

The first object which your Directors have kept in view, both in the interests of your road, and of the community, has been the securing of the best existing means of ingress and egress to and from the City of Montreal, during the winter season, or during

those periods of the season when the river St. Lawrence, whether from the uncertain taking of the ice, or from the masses of ice floating in the stream, or from the perilous and protracted breaking up of the ice, is impassable elsewhere, or only passable at great risk to life and property. The completion of the Hudson River Railroad, as well as collateral lines to Troy, render the growing trade by way of New York, independent of the navigation of the Hudson. The construction of your road will make Montreal equally independent of the St. Lawrence. Your Directors believe that the opening of a road which must impart a new impulse to trade, which will enlarge the season of business by at least three months, which will admit of importations in February, which are usually deferred to May, and present an assured means of external communication, cannot fail to be appreciated by men of business in this climate.

The second object to which your Directors look, is the securing a direct railway communication between Montreal and New York.

Connected as your road is, at its northern terminus, at Caughnawaga, with the Montreal and Lachine Railroad, and at its southern extremity in Hemmingford, with the Plattsburg and Montreal Railroad, giving to it, on one hand, access to Montreal, and on the other, an outlet on Lake Champlain, a brief reference to the map will show the short interval which exists between Plattsburg and Whitehall, and will explain the efforts which are now being made to secure a complete connexion; a direct road between Montreal and New York, on the western side of Lake Champlain, such as now projected, will be the shortest and most convenient communication between these two cities that can be devised, presenting facilities, which, at ordinary seasons, cannot be surpassed, and which, during winter, defy competition.

The third object—and, under present circumstances, and for all practical purposes, the one to which your attention is particularly invited—is a connection between your road and the Rutland and Burlington Railroad, attaining thereby the shortest, cheapest and easiest route to Boston, and offering at Rutland three distinct rail-road routes to Troy, and at Troy three distinct rail-road routes to New-York. Among the advantages of this connection may be enumerated—that it can never fail. A temporary obstruction on one line of route would find easy remedy in the facilities afforded by another. The certainty, as well as the convenience, of these lines of conveyance will ensure the favor of the commercial and travelling community.

With these object in view, and confident that the combination will give a direction to trade and travel most beneficial to the conjoint enterprize of the Lake St. Louis and Province Line and the Plattsburg and Montreal Railroad Companies, your Directors will now proceed to touch upon a few of the more important branches of business in which these routes may justly expect to share largely.

The grand object of competition on all communications between the River St. Lawrence and the Atlantic Ocean is the great business of the west. The route which combines the greatest amount of facility, economy, and speed, which, in fact, concentrates upon itself the greatest amount of attraction to trade and travel will assuredly receive the largest amount of business. The position of your Terminus on the River Saint Lawrence at Caughnawaga, the easy access from thence to Montreal, both by rail-road and river, and the prospect of a return cargo, at a point which renders it unnecessary to descend the Lachine Rapids or Canal, unless a cargo can be depended on, must hold out strong inducements to forwarders, while the owner of produce will find your road of 52 miles the shortest, the speediest and the cheapest communication between the River St. Lawrence and Lake Champlain, as the best point of departure both for Boston and New-York. A propeller, freighted with western produce, would occupy no more time in descending the St. Lawrence from Ogdensburgh to Caughnawaga than a freight train would require, at ordinary speed, to reach Rouse's Point from Ogdensburgh, a distance of 118 miles; while at Caughnawaga, a road of 52 miles in length will transport the same cargo to a point 25 miles south of Rouse's Point, within 20 miles of Burlington and 80 miles of Whitehall. The cargo put down at Plattsburgh will not only be advanced 25 miles nearer to its destination than at Rouse's Point, but at less cost, for if a barrel of flour *can* be conveyed over the Ogdensburgh road for 1s., it is clear that a barrel of flour can be conveyed over the road between Caughnawaga and Plattsburgh for 6d., leaving 6d. to cover the difference of freight and insurance, with profit to the owner.

The amount of this western business has been and continues to be so enormous as almost to exceed the means which capital and enterprise have created for its transportation. It is also compressed into a very short space of time—the greater part of this produce business being done in the month of November. On the recognized authority of Mr. Keefer, it is affirmed that in 1850 "above two millions of barrels of flour were

“received at Buffalo, Oswego, Ogdensburgh and Montreal, also “about eight millions of bushels of wheat.” “But that in November, 1850, there arrived from the Erie Canal alone, at the Hudson River, 921,410 barrels flour, and 1,315,907 bushels wheat.” In the last week of November, 301,500 barrels flour and 490,215 bushels wheat, were received from that canal. Now one thing here deserves to be noted. Every barrel of this flour had occupied, on an average, at least twelve days in passing through the Erie Canal, exposed during the last ten days of November, to stoppage by frost. From Oswego, a propeller could convey the article to Caughnawaga in three days. Without counting the time necessary to discharge cargo, five hours would suffice to convey it over the rail to Plattsburgh, when it would be sure of an open navigation to Burlington for six weeks or two months—or to Whitehall, and by the Northern Canal perhaps even to New-York for the same period, at least, that the Erie Canal might be expected to remain open. The effect of this would be a saving of time at a most critical season, a saving in cost of transportation, and a consequent saving on the price of the article, while Burlington would share with Albany all the advantages of being a point of distribution for home consumption.

But, it may be suggested that your road will still have to compete with the Ogdensburg Railroad. Having already shown that this competition, if competition there must be, would be in your favor,—it may be well to add, that last year 160,000 barrels of flour were conveyed over that road, and it was found to be about as much as any single track rail-road is competent to do in corresponding time. Admitting that this road has increased its means of transportation under a more complete organization, still enough has been said to show that if you establish a better, a cheaper, and, at this peculiar season of the year, a surer line of conveyance than the Erie Canal, or the Buffalo Railroad, the enormous business of the west would more than glut both your road and the Ogdensburg road, and that the real effect would be beneficial to both, by imparting increased certainty to their power of conveyance.

But if the contemplated Canal, to connect the waters of Lake Champlain with those of the St. Lawrence, is constructed, as it very probably will be, at Caughnawaga, looking at it simply in reference to your road, and to its probable influence thereupon, we may fully anticipate the most gratifying results. The action and re-action of canal upon railroad and *vice versa*, has been already exemplified in England, under circum-

stances similar to these, and has there most effectually and satisfactorily falsified all evil predictions. "It must be in the recollection of all," says the *Leeds Mercury*, "who happened to pay attention to the subject that in 1824-5-6, the period when the Liverpool and Manchester Railway Company were applying for an act to form that line, a most determined opposition was offered to that great enterprise by the carriers between Manchester and Liverpool. Twenty-three years only have elapsed since the Royal assent was given to the bill; but it has been more than sufficient to show how utterly unnecessary was the alarm at this gigantic project. At the present period we behold the extraordinary spectacle of all the water carriers (since 1826 much increased in number) being fully employed. Each of the carriers employ not only more vessels, but those vessels are so constructed as to carry double the weight they did in 1826, and yet the rail-way has fully as much carriage as it can conveniently manage. It is more than probable, perhaps, that the advocates of railways, and certainly not the water carriers, ever anticipated so striking a proof of their mistaken calculations. Lord Ellesmere too, finds out, by the daily increase of his income, arising from the tonnage, that he has no cause for alarm, inasmuch as he is now receiving a larger income from his canal than was the case before the Manchester and Liverpool Railway Act had received the sanction of Parliament."

There can be no doubt but that the so-called Caughnawaga Canal, when made, will, during the season of navigation, do the greater amount of business now done by the more circuitous route of the Chambly Canal, but it will be found here as elsewhere, that, what it takes away in bulky articles it will make up in light freight and passengers to the road. Passenger traffic always has and ever will accompany freight, or follow the same direction, and will profit by the accelerated speed of the rail-road. We may therefore depend, during the summer season, on the increased freight and lumber business of the canal, increasing the passenger business of the rail-road, while the position and facilities of the canal will attract the western business to the latest period of the season, augmented by the certainty that if frost or accident should stop the navigation, the rail-road would be always ready to supply its place. The result will be a large accumulation of business at Caughnawaga, at the only period of the year,—the end of November,—when such business can be looked *for*, and looked *upon*, as rail-road business.

The above allusion to the "lumber business," naturally leads to the consideration of the second great branch of business which opens to your road, namely, the business of the Ottawa. By referring to the map, it will be seen that the river Ottawa enters into the Lake St. Louis at the upper extremity of the Island of Montreal, about twenty miles above Caughnawaga. The natural direction of this business, chiefly consisting in lumber, and conveyed in rafts, is, the direction of the stream, and the descending stream would bear all such business to your terminus.

The best and most authentic evidence of the extent and character of this business, and its bearing on your road, will be found in the published report of a meeting held at Bytown, in October, 1849, John McKinnon, Esquire being Chairman, and Francis Clemow, Esq., Secretary, with reference to the location of the so-called Caughnawaga Canal. The same facts and reasoning apply to the rail-road, so far as the rail-road affords facility for this business. In concluding this Report, the committee remark that "timber coming out of the Ottawa by the "St. Ann or Vaudreuil Rapids is discharged into Lake St. Louis at a point from which it could, without difficulty, be "taken to the mouth of the Canal,"—and add, "with respect "to the trade in shipped lumber or boards, the committee feel, "that if a terminus on Lake St. Louis is practicable, the additional tolls, lockage, delay and expense of the Lachine "Canal by going to Longueuil would be a greivous and unnecessary burthen upon all freight entering Lake St. Louis "from the St. Lawrence and Ottawa."

Ottawa lumber intended for the New York market, descends what is called the Little River, at the back of the Island of Montreal, to Sorel at the mouth of the river Richelieu. Taking as the point of departure, a point parallel to Lachine and Caughnawaga, it is a distance of 50 miles. Manufactured timber descends by raft or in boats, either by the route last above described, or by the Lachine Canal, to the same point, Sorel, being very near the same distance. At Sorel, both articles ascend the Richelieu, say to Burlington or Plattsburg, on Lake Champlain, on the way to Whitehall, a distance of 90 miles, making 140 miles of a very tedious and circuitous navigation, occupying at least ten days, attended with much uncertainty and delay, and with the expense of lockage on the Richelieu canals, and on that of Lachine, if employed.

And yet, with all these disadvantages, an immense business has been done on this route, as the following figures will show.

It is indeed, a well known fact, that in 1850, an eminent house at Bytown contracted to furnish parties in New-York with a certain amount of deals. Boats for their conveyance were sent from Troy, through the Northern Canal to Whitehall, from Whitehall down the lake to St. Johns, through the Chambly and Richelieu canals, to Sorel, from Sorel, up the St. Lawrence, through the Lachine Canal at Montreal, and the St. Ann's Lock, and the Grenville Canal on the Ottawa, to Bytown, and loaded there, and returned by the same circuitous navigation, having passed up empty, paying all canal dues both ways, and yet put down cargo in New York, *at a profit.*

Now if a business of this sort proves profitable, done upon the route described, what may we not justly expect to be the share of a rail-road, which shortens the distance between Montreal and Plattsburg, from 140 to 52 miles, and the time occupied, from five days to one day. It is believed that the saving in time and distance, and consequent expense, would enable the shipper to pay remunerative rates to the rail-road, with a very great saving on the value of his property.

To show the extent to which this business has been and will be carried, and the resources of the Ottawa to meet all demand, is as desirable as to show that the direction of such business will be to a great extent, in the direction of your road. It is proposed therefore, to lay before you, first, some statistical facts with reference to the Ottawa, and its main staple of commerce, and secondly, to show how much of that staple already reaches the Hudson River by of Lake Champlain, leaving you to infer how much of it, and the travel growing out of it, is likely to make use of the short, speedy, and cheap means of transport, your road will offer.

On the subject of the capabilities of the Ottawa, the Report above quoted says, "that in 1846, under the stimulus of freight prices, the supply got out for the lumber market alone, exceeded 40,000,000 cubic feet, the value of which, together with that of all other lumber, could not be less than £1,500,000." It adds that "the average annual product of the Ottawa, for the last *nine* years, may be taken at 18,000,000 of cubic feet of timber, besides about one and a half millions pieces, or 40,000,000 feet B. measure of sawed lumber;" and it states that "the Ottawa River drains an area of 75,000 square miles, comprising the richest and most extensive Timber district in America, "if not in the world, about 10,000 square miles of which is reserved for lumbering purposes."

It may not be inappropriate to give here, from the same source, a statement of the number and capacity of the saw-mills upon the Ottawa, which cut for exportation only.

NAME OF ESTABLISHMENTS.	No. of Saws.	Logs Cut.	Pieces of Standard Boards.	Feet Board Measure.	Average Number of Men Employed.
HAWKESBURY MILLS	110	75,000	540,000	14,850,000	300
BOWMAN'S MILLS, La Lievie.....	32	40,000	288,000	7,920,000	180
BIGELOW'S do. do.	32	40,000	288,000	7,920,000	180
GILMOUR'S do. Gatineau	45	50,000	360,000	9,900,000	180
WRIGHT'S do. do.	32	40,000	288,000	7,920,000	180
M'KAY & M'KINNON'S MILLS, Bytown	36	20,000	144,000	3,960,000	90
BLAIDELL'S MILLS, Bytown	23	25,000	180,000	4,950,000	90
EGAN'S do. LaCullion	16	30,000	216,000	5,940,000	135
COLE'S do. N. Petite Nation....	16	30,000	216,000	5,940,000	135
McMARTIN'S do. S. Petite Nation....	16	20,000	144,000	3,960,000	90
PERKIN'S do. Upper Blanche ...	16	20,000	144,000	3,960,000	90
WILSON'S do. Lower do	22	20,000	144,000	3,960,000	90
CHRYSLER'S do. S. Petite Nation	12	20,000	144,000	3,960,000	90
BLAIDELLE'S do. do.	12	20,000	144,000	3,960,000	90
CORTHGROVE'S do. do.	12	20,000	144,000	3,960,000	90
	432	470,000	3,384,000	93,060,000	2010

This Report then proceeds to remark " Besides our exports by sea, there is a growing trade in our lumber with the neighbouring States which reached last year, (1848,) nearly sixty millions (60,000,000) of feet B. M., of sawn timber, and about one and a quarter millions (1,250,000) cubic feet, white pine. There is every reason to believe that the export has been largely exceeded already, (Sept. 1840,) in the present year." It adds " The Hudson River is the chief mart for sawed timber," proceeding to further details which do not effect your particular route of transportation to the Hudson.

To show how much of the business proceeds by existing routes of transportation to the Hudson, by way of the St. Lawrence and Lake Champlain, and to justify the inference, that a like business will be done on your road, if it offers superior facilities, the following extracts are given from a statement of trade, via the port of St. Johns, C. E., for the year ending 31st December, 1850, compiled from customs books and reports of Chamby Canal, by Messrs. Jason C. Pierce & Sons, St. Johns, C. E.

1850.

B. M.

Sawn Lumber exported,39,712,636 feet.
 Square Timber, 1,924,896 cubic feet, or23,099,752

Total, 62,812,388.

The following comparative statement of the progress of their business for the year 1848, 1849 and 1850, will further illustrate its steady and increasing importance.

EXPORTS,—SAWED LUMBER.

1848,	9,000,000	feet B. M.
1849,	13,000,000	“ “
1850,	39,000,000	“ “

SQUARE TIMBER.

1847,	310,000	cubic feet.
1848,	750,000	“
1849,	1,250,080	“
1850,	1,924,866	“

Facts like these speak for themselves, and will satisfy you whether exigencies of trade such as these, do or do not require additional facilities, and whether the enterprise you have undertaken does or does not offer the greatest present facility, both to travel and traffic, with the certainty of being, under any future combination of circumstances, the most frequented means of passenger conveyance between the waters of the St. Lawrence and those of Lake Champlain.

Before quitting the subject of the Ottawa, it may not be out of place to give at once, some idea of the wants and demands of the Ottawa country, and of the traffic which exists, and which must continue to increase, in furnishing the supplies necessary to carry on widely spread operations of this peculiar character.

The Report before referred to, proceeds to give the following information. “The labour employed in lumbering according to the correct estimate, would be that of

- 10,800 men.
 - 4,320 horse teams,
 - 1,080 yoke oxen,
- } for the season.

- And their consumption would be
- 29,700 barrels flour.
- 27,000 barrels pork.
- 2,700 chests tea.

“besides clothing, tobacco, &c. This is exclusive of the Deal business, which employs 2,000 men, which adds a fifth to the “above consumption,” and without in any way including the ordinary population of the country watered by the Ottawa, equal to at least 150,000 souls. “It is well known that nearly “all the pork used in this trade, is imported from the United States, and since that from the City of New York is preferred, “(on account of the inspection,) it will be chiefly obtained from

"that quarter, notwithstanding, the superior cheapness of transport from Cleveland, via Welland Canal and Kingston." It may well be questioned, as will be shown presently, whether, when your road is in operation, the way by the Welland Canal and Kingston will retain even the doubtful recommendation of "superior cheapness."

It is necessary, however, for the perfect understanding of all the future prospects of this undertaking, to give you also a rapid review of the Import trade likely to be done on your road. Thus far we have adverted only to the two great branches of Exports,—the produce business of the West, and the lumber business of the Ottawa. Let us for a moment give our attention to the importation business which has been done on this line of communication, and of which hereafter, when Plattsburgh is connected with Caughnawaga, we may expect our share; for this purpose, extracts are again taken from the statements of Messrs. J. C. Pierce & Sons, compiled as before stated for 1850.

Port of St. Johns.

Number of Vessels reported inwards, 1496.

Amount of tonnage inwards,..... 254,496.

Value of Imports,..... \$2,159,988,97.

Amount of duties paid and secured to be paid upon Imports from the United States, at the Port of St. Johns, for the season 1850, \$367,936,00.

And now, Gentlemen, almost in conclusion, it is necessary to bring under your notice the important fact, that your line of rail-road will, in connection with the waters of Lake Champlain, and the waters of the St. Lawrence, not only possess the claim of superior convenience at all seasons, and of shortness, but it will impart to the whole line of communication, from the tide waters at New York, to the western waters of the St. Lawrence and Ottawa, the advantage of superior cheapness.

It has been shown that the great business of both the rivers, is a descending business, passing outwards, while the more expensive line of conveyance is naturally on the ascending and more tedious line. Now it is well known that the effect of the great and increasing "down" traffic of the St. Lawrence, has been to reduce to the lowest possible figure the "up" freights from Montreal, while the great Deal business of the Ottawa transacted on Lake Champlain, and between Lake Champlain and New York, has had a corresponding effect on the rate of "up" freight from that city. Up to 1848, freights from New York to ports on Lake Champlain, averaged 25s. per ton; last year they were down to 11s. 3d. per ton. Boats from New

York, sent up to Lake Champlain for sawn lumber, and going up empty conveyed freight cheap, in the same way that craft from the Upper St. Lawrence and Ottawa, discharging at Caughnawaga, will take freight low rather than return empty. Your road therefore, connecting Lake Champlain at Plattsburg, with the St. Lawrence at Caughnawaga, presents the inducements of superior facility for descending, combined with superior cheapness, for ascending freight, it offers the combination of cheap freight at and to Plattsburg, with cheap freight at and from Caughnawaga, which cannot fail to operate to our advantage.

Your Directors conceive that the facts adduced in this Report justify the conclusion, that the Lake St. Louis and Province Line Railroad will, from its grades and freedom from curves, prove to be an economical road; that it will be capable of doing a cheap freight business, and that, from its position, it must attract that business, whether by the St. Lawrence or the Ottawa, or on the ascending line from New-York and Boston; but, as it is well known in railway operations, that the passenger traffic is the most easily managed and the most remunerative business, it is on this particular branch of business that the greatest reliance is placed. The pleasure and the business travel will be attracted to your road by its superior shortness and convenience. From the Montreal Terminus of the Lachine Road, during winter as well as during summer, the travel to Upper Canada and the West will be conveyed over your road to its junction with the Ogdensburgh Road at Moers; by the same conveyance will the New-York and Boston travel pass, according to the season, to Plattsburg or to Rouse's Point. In the summer season, the pleasure travel descending from Niagara, and having passed through the famed Thousand Islands and the foaming Rapids of the St. Lawrence, will, at Lachine, meet such arrangements as will enable the traveller to visit Montreal and Quebec, and retrace his steps with economy and comfort over your road to Plattsburgh; which place will, in its turn attract the pleasure travel from Burlington to Montreal by the pleasing interruption, in the rail-road travel of a long summer day, of a noble steam-boat, and a refreshing meal. But to the pleasure travel from Whitehall, Plattsburg will offer even greater attraction. It is well known that all the sites of picturesque beauty, all the scenes of historical association for which Lake Champlain is renowned, are to be found between Whitehall and Plattsburg. With a view to this particular travel, a steamboat of the largest size, the greatest speed, and the most perfect

equipment, has lately been launched on Lake Champlain, and we may gather from the concurrent opinion of all parties interested in the encouragement of this travel on Lake Champlain, that on the completion of your railroad, a vast amount of this passenger travel from the United States, whether from Boston or from New-York, whether business or pleasure travel, will centralize at Plattsburg.

Your Directors cannot conclude this Report without calling your attention most emphatically to the impulse which the construction of your line of rail-road, in its present remarkable position, cannot fail to give to the local business in agricultural produce and to the great manufacturing facilities now rapidly developing in and about Montreal.

The ravages of the fly, and the consequent abandonment of the culture of wheat in Lower Canada since 1838, has led us to lose sight of the great fact that Lower Canada has been and will again become a wheat growing and a wheat exporting country. We forget that, "so far back as 1802, Lower Canada exported to Great Britain a surplus of her own agricultural produce, to the extent of 1,010,033 bushels of wheat; 28,301 barrels of flour, 22,052 cwt. of biscuit. In 1831, the amount of wheat grown in Lower Canada was 3,405,756 bushels, and the produce of all grains in Canada East during the year 1844 was 21,325,596 bushels." We forget also, that during this period of agricultural prosperity, the valley of the Richelieu River in this District of Montreal, was known as the granary of Canada.

That large portion of the valley of the St. Lawrence, lying between that River and the River Richelieu, and extending far beyond into the Townships, is a rich alluvial soil, admirably suited to the growth of grain. Within the last two years, the cultivation of wheat has been resumed extensively and most successfully, and as it is a fact now well understood, that the cessation in the culture of wheat, for some years, has had the effect of reintegrating the soil in those qualities or properties peculiar to the production of that description of grain, we may justly expect that Lower Canada will soon resume her former position as a wheat producing country.

Nor is the market now, as in former years, restricted by the demands of England. It has been said, and with truth, that what Old England has been to America, New England will prove to these provinces the chief consumer and best customer of their bread stuffs, whether grown by them or manufactured by them, or both. With reference to this subject and to the

New England States, Mr. Keefer says in his "Prize Essay on the Canals of Canada," "the population we should have for customers would be about 3,000,000. By allowing a barrel of flour for the consumption of each individual, and deducting one million of barrels for their own production, (New England does not produce half a million,) and for the substitution of corn—we have here a near home market for two millions of barrels of flour, or nine millions of bushels of wheat, while the great advantage of this market to us, and of our position respecting it, arises from its *proximity* and the *rapidity* and *capacity* of our communication with it, whereby we could pour in our supplies before any other party."

And now in connection with this subject, let us look for one moment at the immense milling power developed by the completion of the Lachine Canal, evidences of which exist and augment daily, in the rising up of structure after structure on the canal basin, devoted to manufacturing purposes. The power created by the locks of the Lachine Canal, is equivalent to 160 run of stones of 9 horse power each, or 1440 horses; Now if in 1830, Rochester produced from 68 run of stones, 350,000 barrels of flour per annum, at the same rate Montreal ought, in 1355, from 160 run of stones, to manufacture 820,000 barrels of flour, being freight for 235 vessels of 350 tons each.

When we call to mind that this immense power exists at Montreal, and may be extended by engineering skill almost beyond limits. When we reflect that the wheat shipped in the remote west, may be elevated to the hopper of the mill at Montreal, without breaking bulk; when we look to the promise of future harvests in Lower Canada proper, when we consider that from Montreal, flour, the staple of life, may choose its own market, seaborne over the waters of the deep St. Lawrence, or conveyed by your rail-road and other like communications to supply the teeming and industrious inhabitants of the Eastern States, who can doubt but that Montreal is destined to become the Rochester, and Burlington, the Buffalo of the East, who can doubt, but that the Lake St. Louis and Province Line Railroad, running from the very door of these growing manufactories, will enable us, again to quote the words of Mr. Keefer, "to pour Canada bread" "stuffs into the heart of the best market in America, before supplies can come from any other quarter, and so reduce the cost of transport into this market, that *with the duty exacted*, our farmers will receive a higher price for their wheat, than they, without a foreign demand, could otherwise obtain."

Your Directors do not hesitate to aver that your road runs "from the very door of these growing manufactories," because they look upon the Montreal and Lachine Railroad identical with your own; because in connection with the contemplated ferry, it will, in fact, form one uninterrupted line at all seasons of the year, from the heart of the City of Montreal to the point of connection with Plattsburg, and because they have every reason to hope that a union of interests of a still more decided character may soon impart to both roads greater strength and more simplicity as well as economy of organization.

Signed,

WILLIAM F. COFFIN.
WILLIAM MOLSON.
WILLIAM DOW.
ROBERT ANDERSON.
D. M'PHERSON.
JOHN SCRIVER.
JAMES FERRIER.

D. FINLAYSON.
WILLIAM MURRAY.
JOHNSON THOMPSON.
JOHN TORRANCE.
ALEX. SIMPSON.
J. GASPARD LAVIOLETTE.

Directors, Lake St. Louis & Province Line R. R.

MONTREAL, Dec. 5th, 1851.

REPORT

OF THE ENGINEER.

WILLIAM SWETLAND, Esq.

President of the Plattsburgh and Montreal Railroad Co.

SIR,

The line is now definitely located from the province line to Plattsburgh, passing through Mooers, Sciota, West Chazy, Beekmantown and Plattsburgh, to the harbour on Lake Champlain.

The character of the route is quite easy for construction, and will compare favorably with first class railroads in the country, and my anticipations are fully realized in the selection of a feasible and direct line, which I was able to accomplish sooner from my familiarity with the country, without encountering much expensive or difficult work, as will be seen by reference to the map, gradients, and estimates herewith submitted.

The whole distance is 23. 17 miles, of which 20. 79 miles, or *eighty-nine per cent.* is straight, and 2. 38 miles curved, with no radius less than 2865 feet, except near the terminus at Plattsburgh.

Thus, it will be seen that the alignment and grades are very favorable for high rates of speed.

The Gradients are:

Level,	-	-	-	5. 76 miles.
Less than 10 feet per mile,	-	-	-	1. 27 "
" 20 "	"	"	-	1. 95 "
" 30 "	"	"	-	4. 59 "
" 40 "	"	"	-	9. 60 "

The excavation on most of the line, excepting about six miles, is of sand or gravel, suitable for the road bed, and good material can be readily obtained for gravelling the remaining portion.

The rock cutting is not large in amount, and stone sufficient for the masonry is found along the line.

The principal masonry and bridging, which is the most expensive work upon a railroad, is at the Saranac Crystal Creek, Chazy, Corbeau, and Champlain Rivers, in all about 1000 feet in length.

The following estimates of the cost of construction of the road, are based upon the contracts and proposals, which are considered fair remunerative rates for the parties, who are entitled to much credit for their energy in the progress of the work. There can be no doubt that it will be finished according to the terms and times specified, and within the estimates herein fixed for the work.

About *eighteen miles*, and more than *three fourths* of the entire line is now graded, ready for laying the rails, and the masonry at the most important points nearly completed.

The land damages and fencing have been arranged, the ties are offered at reasonable prices, to be delivered during the winter, and unless some unforeseen obstacle prevents, the road may be in successful operation within nine months from the present time.

ESTIMATED COST OF ONE MILE OF SUPERSTRUCTURE.

Iron Rails, 56 lbs. per yard, 88 tons at \$45,	\$3,960
Chairs, wrought iron, 600 " 25 cents.	150
Spikes, 4,500 lbs. " 4 "	180
Ties, 2,400 lbs. " 20 "	480
Delivering and distributing materials,	210
Fitting and laying rails	320
	<hr/>
	\$5,300

ESTIMATE FOR EQUIPMENT, (ONE-HALF THE AMOUNT)

3 Engines,.....	\$8000	\$24,000
3 Passenger Cars—First Class.....	2000	6,000
3 Baggage and Second Class Cars'....	1000	3,000
20 Covered Freight Cars	600	12,000
20 Platform Cars	500	10,000
5 Hand and Iron Cars	100	500
Snow Ploughs,.....		400
		<hr/>
		\$55,900

It is provided that the Lake St. Louis and Province Line Railroad Company shall furnish an equal amount of equipment; and mutual arrangements are made for the operation of both roads in connection, under the same management.

SUMMARY OF ESTIMATES.

Grading, Masonry, Clearing and Grubbing,	\$77,880
Bridging,	6,500
Superstructure—23 miles at \$5,300 per mile	121,900
Turnouts, Side Tracks, and Fixtures,	12,200
Stations, Engine House, Turn Table, Machine Shop and Water Stations,.....	18,000
Land Damages and Depot Lands	28,000
Fencing, Gates and Road Signs,	7,500
Road and Farm Crossings,	2,200
Wharfing and preparing Depot Grounds,	12,000
Ballast and Graveling Road Bed,	11,200
Incidental Expenses, Engineering, &c.	12,000
	<hr/>
For Contingencies, add 10 per cent,	\$309,380
For Equipment, (one half amount,)	30,938
	<hr/>
Total for Plattsburgh and Montreal Railroad..	\$396,218
Total for Lake St. Louis and Province Line R.R.	388,848
	<hr/>
Total Estimate for whole Line,	\$785,056

Making an average cost of the whole route of only \$15,115 per mile, including the necessary stations and equipment for commencing operations, which may be increased, as the business shall demand, thus affording, as was predicted in the early progress of the enterprise, a good and permanent railroad at about \$15,000 per mile.

This portion of the route also passes through a highly cultivated and fertile region, settled by a thriving and industrious population, engaged principally in agricultural pursuits and the manufacture of lumber.

The line approaches the eastern border of an extensive forest of Spruce, Hemlock, and other kinds of valuable timber.

The developement of the natural resources of this region will form no small item in the revenue of this road.

One great difficulty in the way of developement is the "magnificent distances" which this improvement, with the aid of plank roads penetrating into these forests, will quickly remove when in operation.

Quantity of territory is certainly not to be objected to, but it must be admitted, that a region lying remote from the market labors under some disadvantages, which people less favored with room, are free from.

This northern section of the state, with its lands yet unsettled, owned by the state, and proprietors living at a distance, cannot be neglected with impunity.

It must be inhabited to develop its resources, and then industry well rewarded, makes even "the grim face of winter smile."

To the development of such a region, means of communication, certain, easy and rapid, are of the highest importance, not merely for the through travel, but for facilitating local trade, the conveyance of home freights, and the supply of a home market.

It will add more than the entire cost of the road to the taxable value of these lands, and will people them with a hardy, industrious, and prosperous people.

Of the effects of public works of this kind, in increasing the value of lands through which they pass, we have proofs enough; one of the latest is the sudden, and somewhat speculative movement on the Hudson River Rail Line, during the past year, where lands have been sold at twice their value before that road was commenced.

In reference to the practicability, the cost and the probable resources of the proposed extension of this line of railroad on the west side of Lake Champlain to connect with roads now in operation, extending northwardly from the cities of the Hudson, those upon the route, and others interested will no doubt take measures to ascertain from proper data.

The advantages which Northern New York expects to realize from this proposed extension are not local to itself, or confined to the business and interests of the state; but it is to serve mainly as a link, in a long trunk line of communication between the Atlantic Coast, the Canadas, and the inland States of the remote western Lakes.

Yet there are some prominent local objects to be gained—the increase of northern manufactures—to sustain and extend the manufacture of iron, lumber and other articles—to open and settle the unimproved lands of the State—to develop the agricultural and mineral resources, which abound in great quantities, and of a superior quality, fully equal to any in Europe—all of which only require cheap and speedy means of transportation, to render them of incalculable value.

The iron, nails, and other articles, will be exchanged for wheat, flour and provisions of the west, and during winter, may at present be transported east by Rouse's Point bridge, thereby increasing the trade and revenues of the connecting roads, that direction.

Northern New York, with its natural advantages and capabilities, seems, heretofore, not to have been well understood, and incorrect impressions prevail respecting the adaptation of the soil and climate to grazing and agriculture.

It has sometimes been supposed, and described to be a "Siberian region of perpetual snows and continued forest," incapable of a large population and unworthy of public consideration and munificence, which has been so liberally bestowed upon other parts of the state.

The unsettled parts, truly, are covered with a dense and stately growth of valuable timber, consisting of pine, spruce, hemlock, tamarack, fir, cedar, oak, elm, maple, beech, birch, cherry, basswood, &c., all of which would find now ready sale, when manufactured and sent to a market.

These lands constitute emphatically a *grazing* country, and considered as such, possess great natural advantages for the dairy and for the rearing of cattle, horses, sheep and swine.

The soil is, for the most part, a gravelly loam, or a mixture of gravel and loam, and near the lake are some very superior clay lands, in the lime-stone region, which is occasionally mixed in such proper portion with the land as to form the most desirable soil for the cultivation of all kinds of grain and vegetables of excellent quality, and now produced in abundant quantities.

The most interesting physical features in this section arise from the number and beauty of the lakes and frequent streams which are sprinkled liberally and picturesquely over its surface, presenting a frequented and agreeable resort for the tourist, the angler, and the sportsman—such being the intrinsic agricultural merits.

Why have not its resources been more fully developed in the midst of a commercial State, with a dense population? This question is answered by reference to the condition of Western New-York, a few years since, in comparison with its present well acknowledged fertility and thriving population.

It is the opening of such a line of communication as is now proposed through this region.

It is unnecessary to say much of the Iron region so well known for its abundant supply of superior ores, suitable for the manufacture of iron in all its different varieties.

The developements made within the last few years, under great discouragement and adverse circumstances, have unquestionably assigned to Northern New York a position among the first Iron districts of the world, and it only needs that necessary

protection and aid at the hand of Government, combined with the enterprise, skill and capital of its citizens with ready facilities for transportation at all seasons, to fully develop this region and quickly restore the advantages merited by the labor and industry bestowed.

This Road will afford facilities, not only to transport the iron to market and supplies for manufacture, but render much aid in bringing the ore and fuel together, thereby diminishing in a great degree its cost to the consumer.

With these evidences of the intrinsic value of this region in its agricultural and eminently in its mineral resources, with the prospect too that these resources must remain undeveloped without some access to it and a market; and in view of the great interest of the proprietors of the lands, the manufacturers of its products, the enterprising capitalists and labourers connected with these establishments when in operation, and above all the State and City, the emporium of trade, deeply concerned in very many respects, the conviction is *unavoidable* that such a work is truly called for.

While New York will be the Depot for the reception of these mineral and agricultural products, Montreal should be made the point at which the Commerce of the Lakes shall mingle with that of the Atlantic.

At the present time Boston and New York possess superior advantages for Foreign trade; by the successful lines of Ocean Steamships to England, Scotland, Ireland, France and Germany; also by the lines to Philadelphia, Charleston, New Orleans, West Indies and California, concentrating a large and increasing trade from those ports with the interior country.

The commerce of the Lakes—what is it? What are they? Their shores equal the entire Atlantic Coast.

No man can tell precisely what that commerce is. Its rapid growth renders present description impossible. Its history may be told, and its future predicted; but its present extent or value cannot be stated. The scale of increase has even exceeded the most sanguine precedent estimates, and is now more than equal to the capacity of the various avenues completed and projected. Therefore, these rival routes must not undervalue or dispute the rights of their competitors, for a fair share of this business. There is enough for all in this free enlightened and extensive country.

It must be seen and investigated to be known in amount, or duly appreciated. Look at Buffalo, Dunkirk, Cleveland, Detroit, Milwaukie and Chicago, with their harbours occupied with

vessels filled with freight and passengers, from their railroads extending into the interior, and giving trade and wealth to their citizens.

In regard to the further advantages of this route and its connections, I have submitted them in detail, in my report upon the Lake St. Louis and Province Line Railroad, all of which apply with equal force upon the interests of this road.

Respectfully submitted, by your obedient servant,

T. J. CARTER, *Engineer.*

REPORT

OF THE DIRECTORS.

TO THE STOCKHOLDERS OF THE PLATTSBURGH
AND MONTREAL RAIL ROAD.

GENTLEMEN,

The work on your road has so far progressed that it appears to be proper, if not a required duty on the part of your Directors to present a brief report in relation to the present condition, future prospects, and necessary arrangements for the completion of your enterprise, as well for your information, as that of the public generally, especially of that portion which may feel an interest in the undertaking.

Considering the late period at which the work was commenced, and the serious embarrassment which had to be encountered, your Directors congratulate you upon, and believe you will be well satisfied with the successful progress of the work and the cheapness and economy with which it has been thus far prosecuted.

The accompanying Report of the Chief Engineer both as regards your road, and the important line forming its continuation, to wit, the Lake St. Louis and Province Line Rail Road, will afford you all necessary information in relation to the location, grade, curves, and general characteristics of the roads; and those Reports, together with the accompanying elaborate and able Report of the Directors of the Lake St. Louis and Province Line Rail Road will acquaint you with a variety of facts and considerations having a highly important bearing upon the merits and future prospects of your enterprise.

To avoid unnecessary repetition we refer you to those Reports. The full information therein contained, admits and requires that this Report be brief.

There are a few other considerations, to which we will briefly refer. An examination of the map, and a reference to adjoining sections of county, and the Rail Roads in ope-

ration and in course of construction, will show the important connections which will exist between your road and others, and the great facilities and advantages both for convenience and profitable business thus afforded and secured. On this side of the Lake its continuation to Caughnawaga and Montreal and its connection with the Ogdensburgh Road, offer every needed facility for northern and western business and travel, and it cannot reasonably be doubted that a large proportion of both will seek the superior facilities and advantages of your road. By means of the Ferry from Plattsburgh to Burlington access, by way of the Rutland and Central Roads and their connections will be provided to every section of the Eastern States to Boston, the White Mountains and numerous important manufacturing towns such as Lowell, Lawrence, Manchester, Nashua and others, and by means of the connecting roads at Rutland leading to Whitehall, and those now in forward construction leading directly from Rutland to Troy, convenient access and transportation are provided on the one hand to and from Saratoga, Schenectady and all points reached by the Western Rail Roads and Canal and on the other hand to and from Troy, Albany and New-York. In case a road be constructed from Plattsburgh along the west side of the Lake to the Whitehall and Saratoga Road, in relation to which public attention seems to be considerably directed, it will be perceived that almost a direct air line of Rail Road communication will be formed between Montreal, the St. Lawrence and New-York, passing wholly through our own State, and it is obvious that the facilities and advantages of communication will be much increased.

And it will not escape your observation that the advantages of these various connections are not confined to passengers and property going from the North to the South and East, but that the passengers and property passing from the South and East intended for Canada and the West by way of the Ogdensburgh Road will to a great extent be transported on your road, and thus increase its productiveness.

The Ferry from Plattsburgh to Burlington, open nearly the whole year, will be found in practice to be no disadvantage. It remains open long after the St. Lawrence is closed—with a good Boat it will be traversed in a short time.

This road when in operation will offer facilities for the through passenger and freight traffic which are worthy of consideration; as it forms not only a direct route north and south but east and west, and connecting not only with the navigation of Lake Champlain, the St. Lawrence and West-

ern Lakes but with various Rail Roads connecting therewith. It is proposed to transport merchandise from Plattsburgh to Burlington in cars upon boats without unloading, which will render this line the most direct as well as cheapest line for business in that direction.

The advantages of this route for that trade, at the present season, is fully demonstrated by the early closing of navigation at each end of Lake Champlain, while the boats have free access to the ports of Burlington and Plattsburgh; large amounts of flour and wheat and other articles now seek this route as the cheapest and most expeditious.

If the amount of trade now flows in this direction without a Rail Road we may reasonably expect a great increase when your road is completed.

The inducements to passenger travel both of business and pleasure, presented by this route are sufficient to retain at least and probably must increase the annual traffic upon this route. The variety and change of conveyance from cars to spacious and comfortable steamboats, where rest and refreshments can be had, will add much to the comfort and pleasure of the traveller and render the journey more interesting by a passage on the Lake than by the monotony of a rail road the whole distance. The scenery upon these lakes and rivers need only to be seen to be appreciated and is too well known to be here described.

The excellence and great security of the harbour at Plattsburgh produced by the breakwater constructed by the United States must have an important influence in favor of your road.

The great extent and rapid increase of the business transacted between our country and Canada is not generally understood and will surprise those whose attention have not been turned to the subject.

The following statements will furnish a partial but by no means a full understanding of that extent and progressive increase.

Statement of Value of Property passing to and from Canada in 1850.

Description.		Weight in T. ns	Value in Dollars.	Description.		Weight in Tons	Value in Dollars.
Passing to Canada.	The Forest	7	219	Coming from Canada.	The Forest	97776	1,054,094
	Product of Animals ...	932	127,639		Product of Animals...	126	12,537
	Vegetable Food	67	8,741		Vegetable Food ...	9344	284,616
	All other Agricultural Productions	318	51,034		All other Agricultural Productions	635	26,192
	Manufactures	154	17,903		Manufactures	35	4,672
	Merchandise	6175	1,584,726		Merchandise	92	2,239
	Other Articles	725	21,623		Other Articles	534	114,183
	Total	8378	\$1,811,876		Total	108542	\$1,478,533

Your road will be of incalculable importance to the Cities of Troy, Albany and New-York by enabling them successfully to compete with Boston and other Eastern Cities for the immense and valuable trade of the West and of the Canadas, now finding a market in that direction.

By way of Lake Champlain and the Northern Canal, during the season of navigation, produce may be taken from Plattsburgh to the Valley of the Hudson at a saving over the eastern route, and during the Winter season (when your road shall be connected with the contemplated road on the west side of the Lake) those Cities will possess peculiar and decided advantages over all others for securing the entire trade and travel of the West and of the Canadas passing over this route, as well as a considerable portion of that passing over the Northern or Ogdensburgh road.

Soon after the contracts for the grading and masonry of your road had been entered into, an unexpected and severe pressure occurred in the money market. Your Directors deemed it inexpedient, under such circumstances, to attempt (what they had otherwise designed to do,) to obtain additional subscriptions to the stock of your road, but believed it to be better policy and more for your interests to wait for a more favorable opportunity. Not only however was it important for the interest of the road that the grading should be principally performed this season, but the company had become obligated by contracts, and must proceed or subject the stockholders to heavy damages for nonfulfilment. The Directors, relying upon your cordial support, did not hesitate, and the result has not only shewn that their confidence in your willing assistance was well founded, but has fully justified the good policy of their decision.

This has, however, much to the regret of your Directors, rendered it necessary to make calls upon the stockholders to a greater extent, and more frequently, than was desirable. This regret finds consolation in the gratifying fact, that no murmur or complaint on that account has yet been made, to our knowledge, by any stockholder, and your Directors, thus far, have been able to meet promptly all the estimates and all demands, without resorting to any loan.

Your Directors are determined that the credit of your Company shall in no instance be impaired, and they cannot doubt of your continued and prompt support during the winter, and it is intended that the road shall be ready for the reception of the rails early in the spring, and in full operation in July next.

Some objections have been heard that the contracts for the work were prematurely made. These objections do not proceed from those who are acquainted with the circumstances, and the objections are sufficiently met by the fact, that unless the contracts had *then* been made, your enterprise was in great jeopardy of a total failure, and at least the road would not have been commenced this season. The reasons for this conclusion, it is unnecessary to detail.

Your Directors believe that the road will be constructed at less cost, than any other road that has yet been made in the country, and that the entire cost ready for full operation with all equipments, fixtures, depots, docks, &c. will not exceed \$15,000 per mile. The completion of the work thus far, and the proposals received for other portions, enable your Directors to speak with much confidence in this respect.

It is well known, and is frankly stated, that further means must be provided for the completion of the road, either by stock, or by bonds and loans. The Directors believe the time has nearly or quite arrived, when they may hope for success in obtaining additional subscriptions, and taking into consideration, not only the future prospects of the road, which are such as to give every reasonable assurance, that the stock will be a good paying stock, but also the great importance of the road and the manifest benefits which must ensue from its construction, to the Northern and Southern portions of the State, particularly to Troy, Albany and New York, and also to various lines of transportation and of railroad, your Directors cannot believe that such application will be made in vain.

Your Directors, in conclusion, express their entire conviction that the stockholders have every reason to be encouraged to proceed to the final completion of their undertaking, in the full confidence that it will be a paying and profitable investment, and that all the benefits and advantages anticipated from its construction, will be fully realized.

All which, is respectfully submitted,

By order of the Board,

WM. SWETLAND, *Pres.*

JOHN J. HAILE, *Secy.*

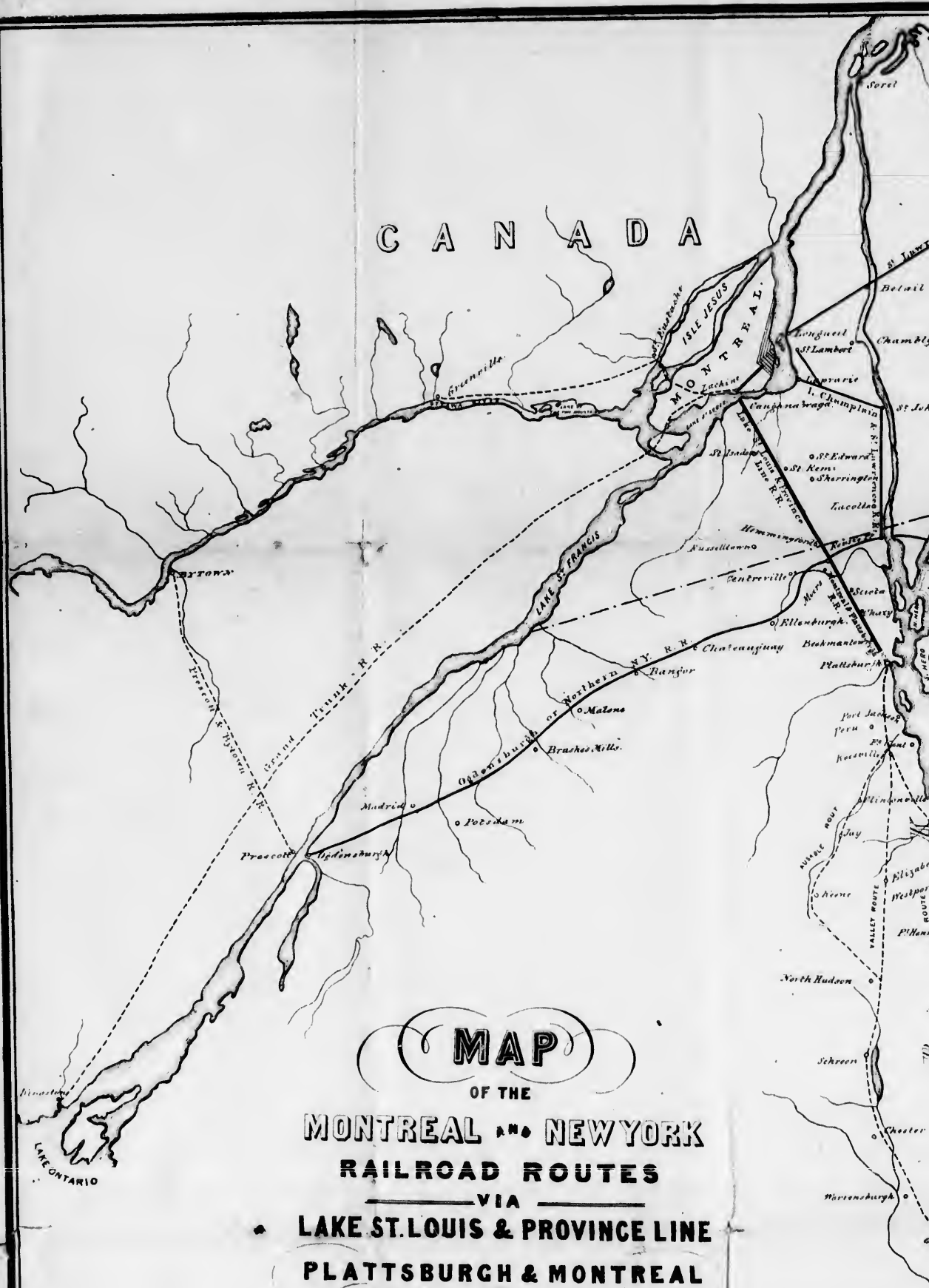


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Table of Distances from Montreal.

To Plattsburgh, via Lake St. Louis and Plattsburgh and Montreal Railroads	62 Miles
Burlington, via L. St. L. & P. L. and P. & M. Railroad, Lake Champlain....	70 "
Burlington, via St. Johns, St. Albans, Essex Junction	100 "
Whitehall, via Caughnawaga, Plattsburgh, Lake Champlain	140 "
Whitehall, via Caughnawaga, Plattsburgh, Burlington, Rutland	162 "
Troy, via Caughnawaga, Plattsburgh, Burlington, Whitehall.....	211 "
Troy, via Caughnawaga, Plattsburgh, Burlington, Rutland.....	217 "
Troy, via St. Johns, Rouse's Point, Essex, Rutland,	248 "
Troy, via Caughnawaga, Plattsburgh, West side of Lake Champlain	220 "
New-York, via Caughnawaga, Plattsburgh, Saratoga, Troy	370 "
New-York, via Caughnawaga, Plattsburgh, Burlington, Rutland, Eagle Ridge,	368 "
New-York, via St. Johns, Montpelier, Windsor, New Haven.....	450 "
Boston, via St. Johns, Montpelier, Concord, Manchester, Lawrence ..	328 "
Boston, via St. Johns, Montpelier, Concord, Nashua, Lowell	334 "
Boston, via St. Johns, Montpelier, Windsor, Fitchburgh	343 "
Boston, via Caughnawaga, Plattsburgh, Burlington, Bellows Falls, Fitchburgh,	305 "
Ogdensburgh, via Caughnawaga, Mooers junction, N. R. R.	148 "
Ogdensburgh, via St. Johns, Rouse's Point, N. R. R.	164 "

62 Miles
70 "
100 "
40 "
62 "
11 "
17 "
48 "
20 "
70 "
868 "
50 "
28 "
34 "
13 "
805 "
8 "
4 "

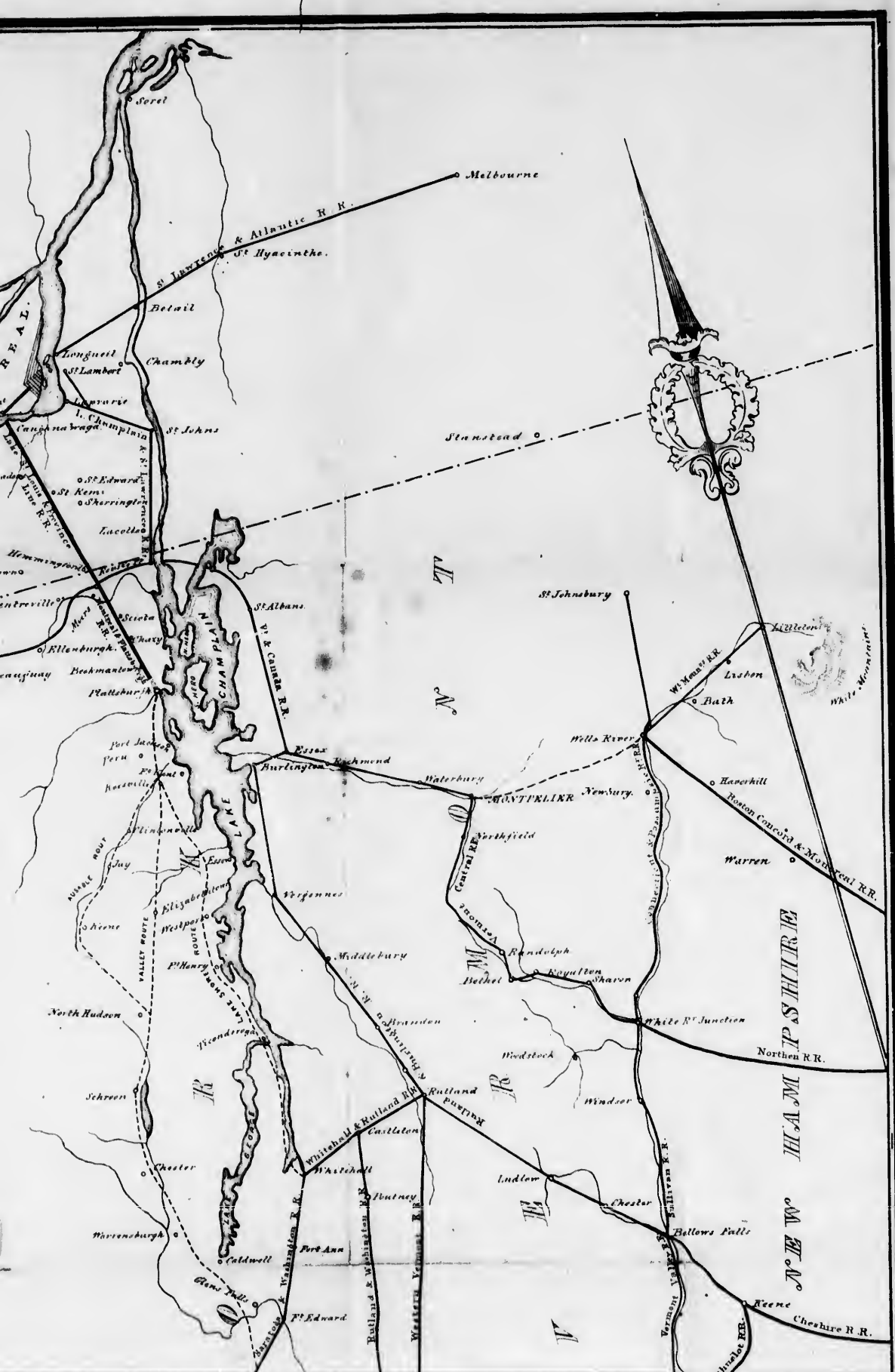


MAP
OF THE

**MONTREAL AND NEW YORK
RAILROAD ROUTES**

**VIA
LAKE ST. LOUIS & PROVINCE LINE
PLATTSBURGH & MONTREAL**

AND OTHER



VT
N.H.
ME
NEW HAMPSHIRE



VIA
LAKE ST. LOUIS & PROVINCE LINE

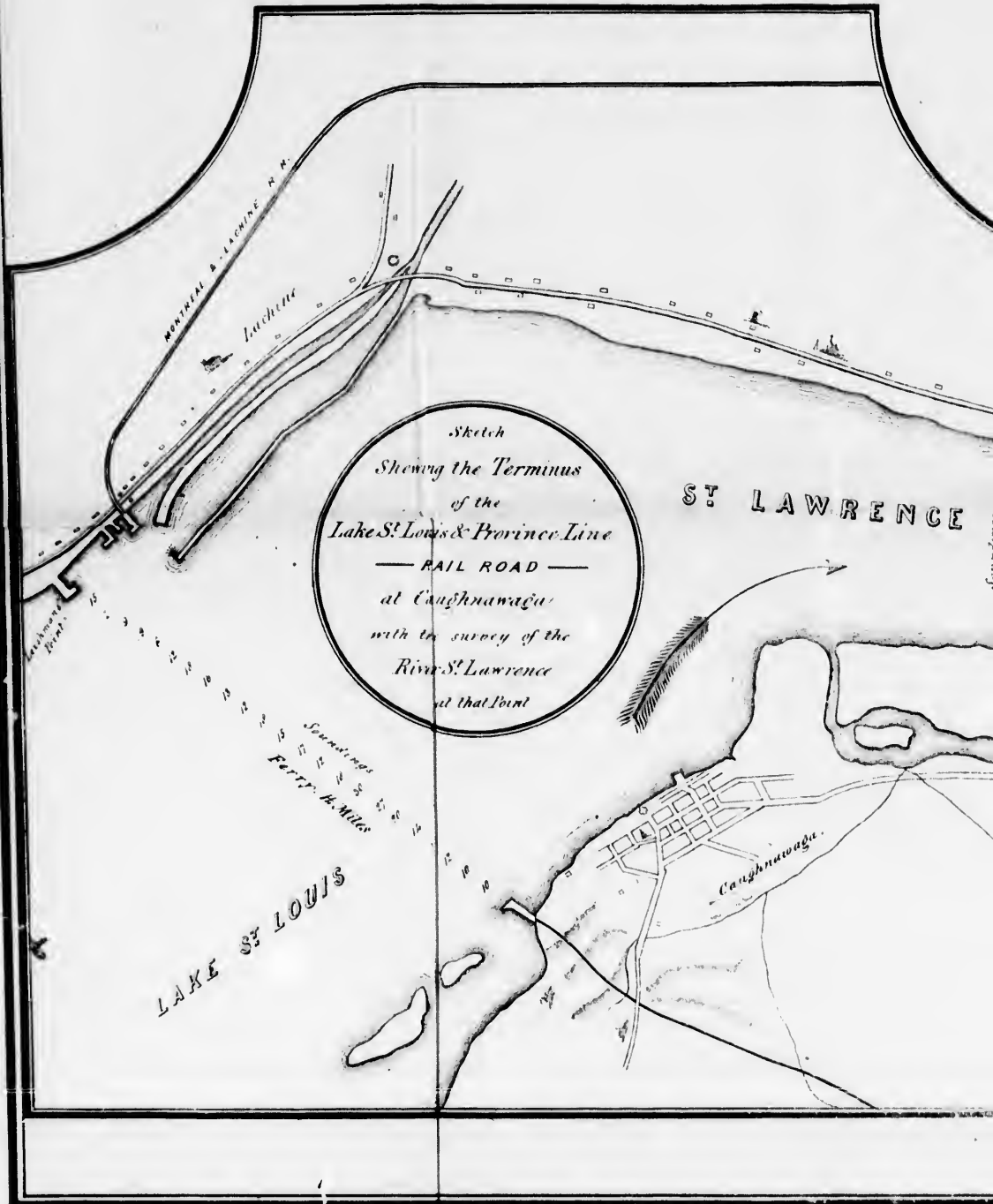
PLATTSBURGH & MONTREAL

AND OTHER
CONNECTING RAILROADS

1852.

MATTHEWS' MONTREAL.

J. J. Carter
Engineer.

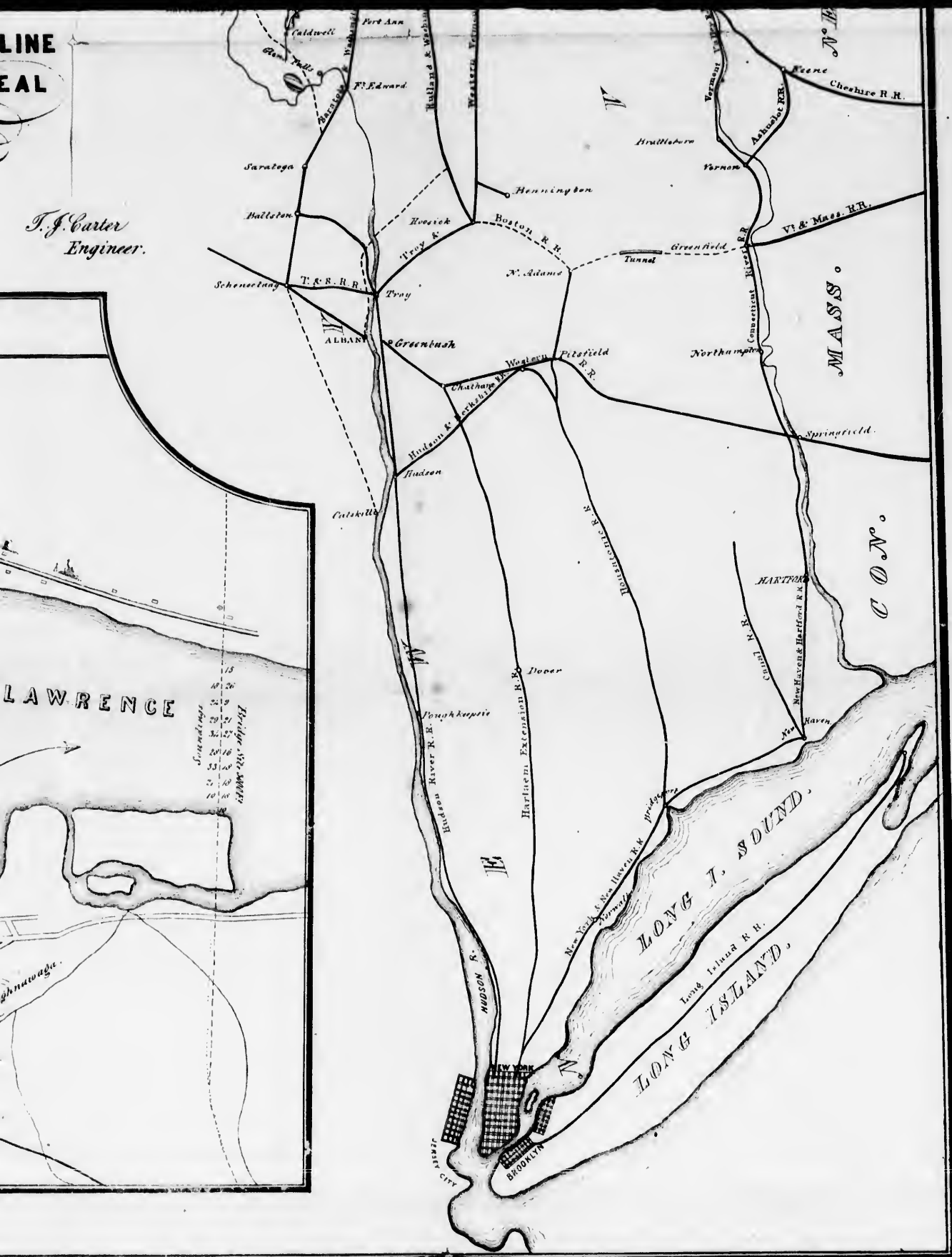


LINE
EAL

T. J. Carter
Engineer.

LAWRENCE

15	Bridge 1875-8000 ft
40	26
50	9
70	2
80	16
85	10
90	10
95	10
100	10



MASS.

CONN.

LONG I. SOUND.

LONG ISLAND.



