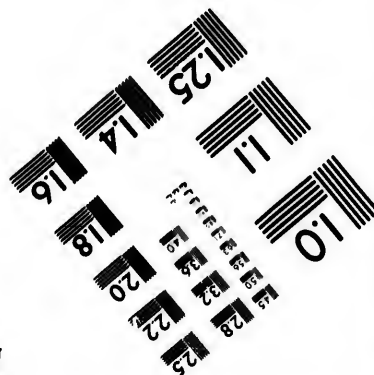
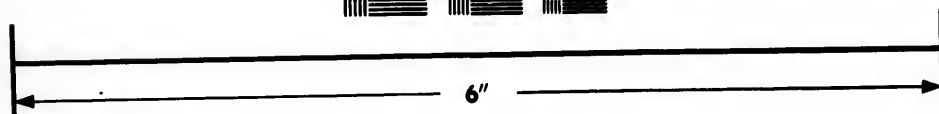


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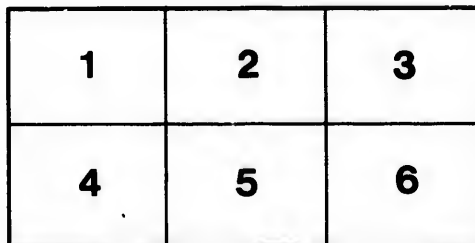
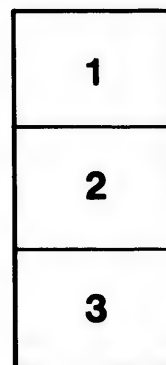
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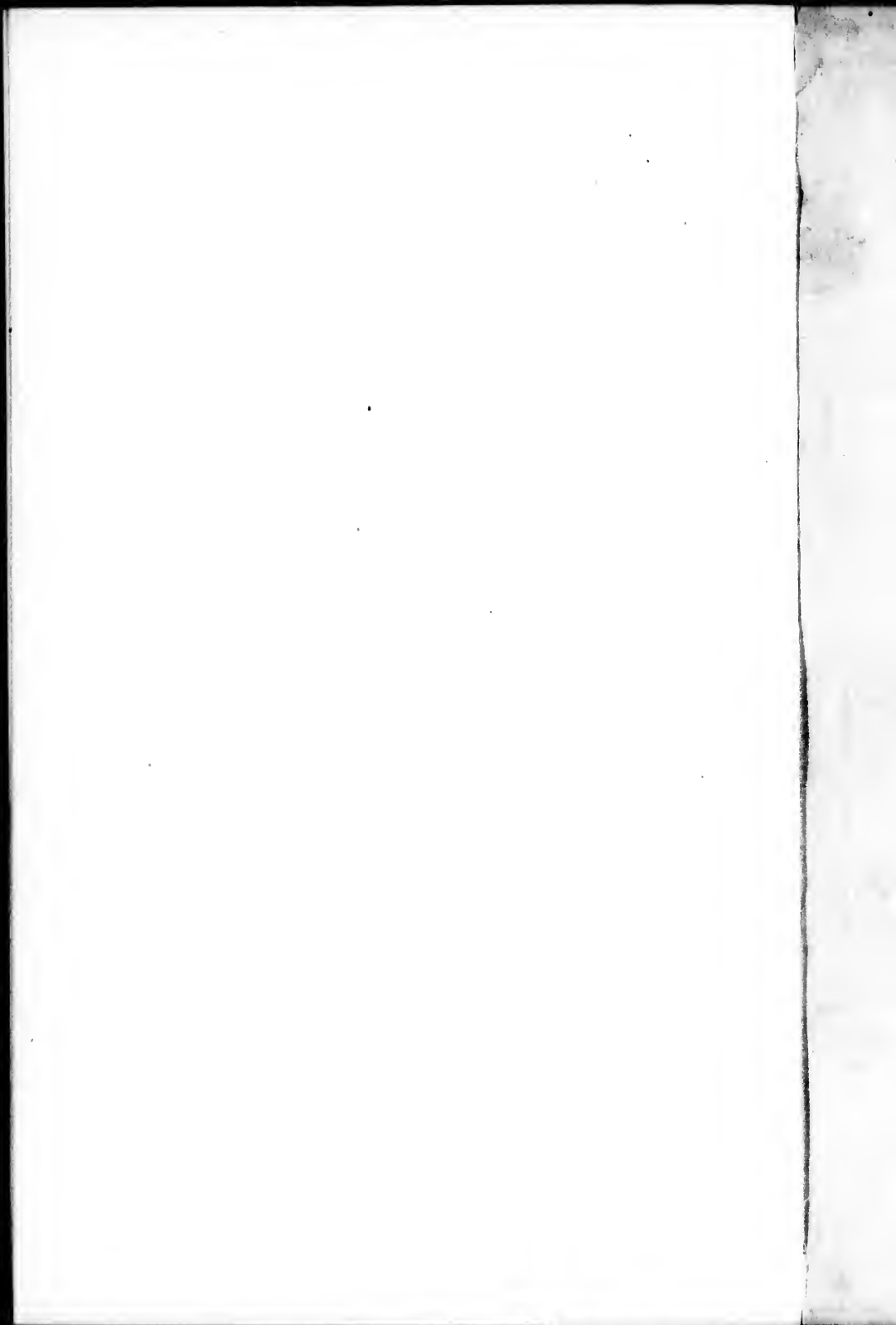
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**The Grand Trunk Railway Company**  
**OF CANADA.**

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**REPORTS**

**OF**

**SIR CUSACK P. RONEY;**

**MR. A. M. ROSS;**

**MR. S. P. BIDDER;**

**TO THE**

**LONDON BOARD OF DIRECTORS.**

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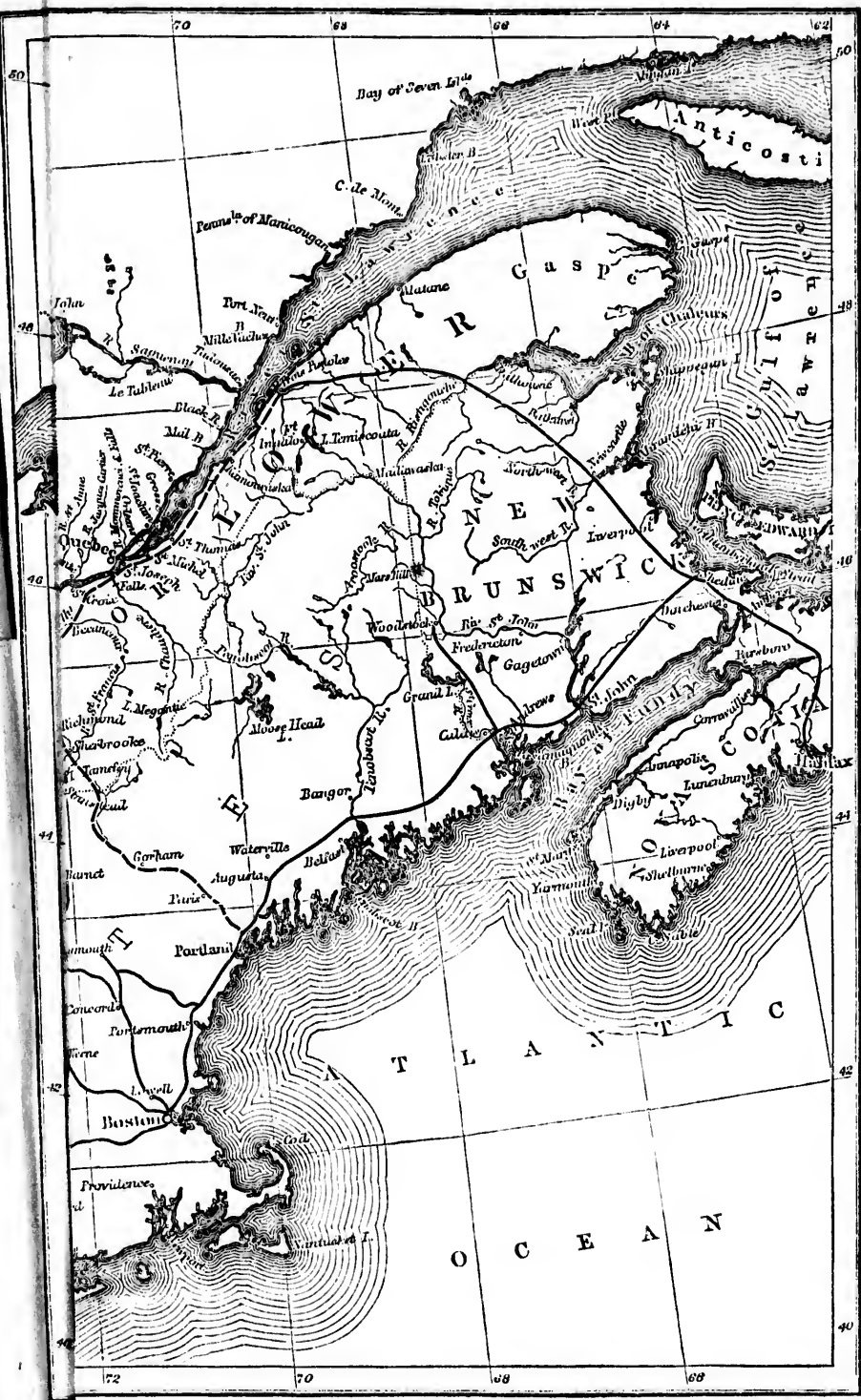
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**MAY, 1865.**







# CANADA

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Grand Trunk Railway.



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TO THE LONDON BOARD OF DIRECTORS OF  
THE GRAND TRUNK RAILWAY COMPANY  
OF CANADA.

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*London, 16th April, 1855.*

GENTLEMEN,

In accordance with your directions that I should report to you my views on the present condition and future prospects of the Grand Trunk Railway Company of Canada, I beg to lay them before you, and I trust I shall be excused if I refer to several matters that may not be considered as being directly connected with the immediate affairs of the Company; but I do so in the hope that the knowledge of them may aid in the formation of an accurate opinion as to the value of the property.

During my last absence from England, I therefore visited all the principal places, both in the eastern and western sections of the Province, and likewise such portions of the United States as are to be commercially connected with them. I have also received great assistance in my inquiries from the statistical returns laid each year by the Provincial Government before the Parliament of Canada, from the carefully prepared trade circulars and returns constantly issued at Quebec, Montreal, and Toronto, and from documents kindly placed at my disposal, in advance of publication, by the heads of several of the public departments and by municipal authorities.

Whilst I was at Quebec, the Canadian Parliament passed the Act by which, as you are aware, the provincial aid has become available over the whole of the works of the Company, instead of being limited to two sections—from Montreal and Toronto, and from Quebec to Trois Pistoles, as they were under the original Act of the Grand Trunk Railway.

The progress made by Messrs. Peto and Co. and Messrs. Gzowski and Co. during the past twelve months, give me every reason to believe that the sections specified in your Report of May 1854, will be opened for traffic in the autumn of the current year, making (with the exception of the Victoria-bridge) a continuous line, from Saint Thomas to Brock-

ville, of 325 miles; and giving to the Company, with the other sections, a total mileage of 643.

Previous to the opening of the line between Montreal and Portland, in July, 1853, those two cities were as much separated from one another by ranges of hills and dense forests, as if they had been 3,000 instead of 300 miles apart. The country, in the centre 150 miles, was totally unknown, and part of it had only a short time previously been surveyed by the United States Government. The first population brought into these 150 miles, was to make the railway, and at its opening there were not upon them more than about 200 settlers

Population has since rapidly filled in along the entire length of the railway; and in the centre there are now about 3,000 active contributors to the Company's traffic and revenue. Large clearances of the forest have taken place, and villages are springing up adjacent to the numerous rivers and streams which run in the vicinity of the line: 28 saw-mills have already been built, and others are either planned or in course of construction. Those now existing are, when in full operation, capable, for the greater part of the year, of sawing 500,000 feet a day, all of which will be conveyed on the railway. Allowing each of these mills to cut treble their present amount, it is calculated that it will take 70 years to clear the timber lands in the vicinity of the line; and with cleared lands will come increased settlement, population, and traffic.

It is not unreasonable to expect that, in the course of next year, the traffic from timber traffic alone, on the Montreal and Portland section, will be at least £8 sterling a mile a week.

The following are the traffic receipts, in sterling, for the three past half-years:—

Half-year ending 31st December, 1853 ..	£54,615
July, 1854 .....	72,831
December, 1854 ..	97,917

The receipts for the first thirteen weeks of 1854, were £29,559. For the first thirteen weeks of 1855, £38,852, shewing an increase of £9,292 in that period.

Portland is rapidly becoming the centre of transactions affecting the railway. Cargoes of sugar, destined for Canada, have already been brought direct from Cuba, and conveyed to Montreal by the line; and the speed and regularity with which the goods traffic recently commenced between Boston

and Montreal, through Portland, has been conveyed, is rapidly securing the whole of this important trade to the Company; and it will, eventually, form a very important element in the future receipts of the eastern section of the Railway.

The communication between Canada, *via* Portland, with New Brunswick and Nova Scotia, only came into existence with the opening through of the railway from Montreal. The traffic to and from these provinces is being rapidly developed, and during the next summer arrangements for giving it increased activity will be brought into operation.

The state of Maine requires a supply of 700,000 barrels (equal to about 70,000 tons) of flour a year. Only one-tenth of this amount was taken over the Montreal and Portland line in 1854.

The course of this trade has hitherto been through New York and Boston, and the great bulk of it will so continue until the Grand Trunk Railway is opened to the west.

The provinces of Nova Scotia and New Brunswick consume about 400,000 barrels of flour a year, which will also, eventually, be carried by the Company.

The Quebec and Richmond section runs for nearly 70 miles through magnificent forests, in the midst of which are innumerable water privileges and mill sites, on which mills are now being constructed. Time will be required for the development of its local traffic; but by means of this section Quebec will be put in direct railway communication with Montreal and Portland, without running any additional trains between these two last-named places, thus uniting three cities with a combined population of 120,000 persons, independent of those resident along the line.

The through traffic from Quebec to Richmond and from Richmond to Montreal, will be very considerable; for during seven months of the year, two first-class mail steamers have hitherto started from both places every evening, conveying, in from thirteen to fifteen hours, nearly 200 passengers in each direction. Two and sometimes three steamers of inferior speed and accommodation, carrying great numbers of second class passengers and emigrants, also run from Quebec during the summer, and likewise convey large amounts of freight for Montreal and the west. As these vessels are laid up during the five months in the year that the navigation is closed, it is fair to conclude that several of them will cease to run, as seven months' traffic, contested for, as it will be, by

the Railway Company, cannot compensate the owners; and it will be found on the Saint Lawrence, as on all other rivers, that the railway competing with it will carry the traffic.

This summer, trains will run from Quebec to Boston *via* Portland (421 miles) in fifteen hours. Last summer it took, by the then existing routes, thirty-seven hours to perform the same distance.

About 200 sea-going vessels now make Montreal (180 miles above Quebec) their landing port; but, in consequence of the shallowness of some portions of the river, the large ships usually discharge part of their cargoes at Quebec. Freight thus handled is, during the busy season, often delayed from fifteen to eighteen days.

There are, therefore, good grounds to believe that part of these cargoes will be discharged at the Grand Trunk Company's Wharf at Quebec, for conveyance along the line, which can be done in twenty-four hours. Many of the ships that now go to Montreal will, probably, cease to go higher than Quebec when the line west of Montreal is opened, and when freight can be conveyed, without break of bulk, from one extremity of the province to the other.

Although the traffic of the eastern section of the railway has hitherto been light, from its running through a comparatively unsettled district, there is no doubt but the local traffic will yield a good return. This will be largely increased (when the western sections are opened) by the through traffic. The termini at the ocean will always command it.

The communication between Montreal and Brockville is, during the period of navigation, by steam boats, which ply on the river Saint Lawrence. The opening of the section of the railway between these two places, in September next, will convert a journey of twenty-four hours against stream, and of eleven hours with the current, into one of about four and a half hours. In the upward journey, the steam-boats have to go through 41 miles of the Saint Lawrence canals, in which the speed is limited to five miles an hour. The average number of passengers that traversed this route, daily, in 1853 and 1854, while the navigation was open, was about 200 a day in each direction.

The most expeditious route at present from Montreal to Toronto, and places west of it, is to make a circuit by railway in the United States of 592 miles, with several changes of carriages, by which a saving in time over the Saint Lawrence



route (which requires about forty-three hours) of from twelve to fifteen hours is effected.

This route, notwithstanding its increased expense, is largely used by persons to whom time is an object. When the Grand Trunk is completed to Toronto, the total distance from Montreal will be 333 miles, which will be traversed in twelve or thirteen hours.

At present it takes forty-seven hours to go by the steamers from Montreal to the city of Hamilton (situated at the western extremity of Lake Ontario). On the opening through of the railway, the same distance will be completed in from fourteen to fifteen.

It has hitherto, in summer, required 41 hours to travel from Quebec to Brockville, and there is only one opportunity for this journey each twenty-four hours. Next autumn, the same distance will be completed twice each day in about twelve hours.

There is no feature more remarkable, in connection with the habits of the citizens of the United States, than their universal desire for travelling. During the summer of 1853, in consequence of the opening of railways, which gave facility of access through all parts of the United States, and to the Falls of Niagara, a large number of those who were attracted there, proceeded through Canada by the river Saint Lawrence to Montreal, and thence to Quebec. The unfortunate prevalence of cholera in the provinces during the summer of 1854, put almost a total stop to this traffic.

The opening of the Quebec and Richmond Section of the Grand Trunk Railway will in itself prove an additional element in the future development of this important business, as by means of it the tourist can, without going over any of the same ground again, return to the United States from Quebec by the picturesque scenery of the "White Mountains," through the heart of which the Montreal and Portland section of the railway runs, and which, as has already been shown, makes the shortest route from Quebec to Boston.

Another important source of the pleasure traffic of the Grand Trunk Railway will be the Victoria Bridge, the knowledge of which has now spread all over America, where its progress is beginning to be watched with deep interest.

The average contribution of each resident within the influence of a railway in the United States is 12s. 6d. per



annum. The population on and within 15 miles of the Grand Trunk Railway is about a million and a half, and is rapidly increasing; making the most ample allowance for competition by water, it can fairly be estimated for the Grand Trunk at 8s. a-head, which will give an annual income from this source of £600,000.

The export of flour from Upper Canada is now about two million barrels a year. The average cost at present of conveying it to the Atlantic sea board is a dollar and three-quarters (7s. 3d. sterling) a barrel. It is not too much to assume that when the Grand Trunk line is completed to the west, at least 3-4ths of the above amount will be carried by it; even taking the low rate of a dollar and a quarter (or 5s. 2d. sterling), this traffic will yield a gross revenue of £375,000 a year.

The foregoing traffic is exclusive of that to be derived from the several lines that will be tributary to the main line. They all, from Montreal to Sarnia, run north and south, or at right angles to the main artery. In no case can they compete with the Grand Trunk: in every case they must be feeders to it.

The following is a brief description of these Railways:—

Commencing at Montreal a line is to run from that city to Ottawa, the capital of the territory of the same name, and through which the Ottawa river flows. It contains in its basin 80,000 square miles of forest land, from which the chief markets of Europe are supplied with the finest timber in the world. The total length of this line will be 120 miles, but at present only 13 miles in the centre are in operation. They were opened in September 1854. The further progress of this line is uncertain.

At about 25 miles west of Montreal the Grand Trunk Railway crosses the Ottawa river by a bridge, which yields only to the Victoria bridge in extent and grandeur.

Immediately to the west of this bridge it is proposed that another line shall start northwards to Ottawa, and hereafter it is intended to extend it in a westerly direction towards Lake Huron.

At Prescott, 112 miles west of Montreal, the "Ottawa and Prescott Railway" joins the Grand Trunk. It is 50 miles in length. It was opened through its entire extent for traffic last October.

At Brockville, 13 miles west of Prescott, the Brockville

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and River Ottawa Railway falls into the Grand Trunk. Some 30 miles of this railway will probably be opened next September, simultaneously with the opening of this Company's section from Montreal to Brockville. The total length of the Brockville and Ottawa line, with its branches, will be 130 miles.

The next tributary is at Coburg, a very flourishing town on Lake Ontario, about 140 miles west of Brockville. The spirit and energy of this town in building, with the funds raised almost exclusively among the inhabitants, a railway of 28 miles in length is worthy of record. This line has been in full operation since December last.

Seven miles to the west is Port Hope, another very prosperous town on Lake Ontario, and the rival of Coburg in its enterprise and industry. It is about to be connected with the back country by the Port Hope and Lindsay Railway, the length of which is 36 miles. The works are progressing, but no immediate time is named for its opening.

Next west is the Ontario, Simcoe and Huron Railway. It runs for the first 50 miles due north from Toronto to Lake Simcoe, skirting for a few miles, the southern shore of the Lake. It then traverses the rich agricultural country between the Simcoe Lake and Georgian Bay (the eastern extremity of Lake Huron) to Collingwood, the distance from which to Toronto is 94 miles: 64 miles were opened in 1853; The remainder since the commencement of the present year. This summer steam boats will run from Collingwood to the principal ports of Michigan and Wisconsin, and to Lake Superior.

The most westerly line in Canada having a north and south direction is the Buffalo, Brantford, and Goderich Railway.

At Stratford, 90 miles west of Toronto, it crosses the Grand Trunk Line, and at this point it will divide the traffic flowing from Lakes Huron and Superior by sending that intended for the State of New York to Buffalo, and that for Canada and Portland over the Grand Trunk Railway. Eighty-three miles of this important line, from opposite Buffalo to Paris, have been about nine months in operation; 40 more will be opened (from Paris to Stratford) this Summer; and the Directors have some hopes of completing the line from Stratford to Goderich at the latter end of this year.

Next in importance to the Grand Trunk Railway is the

Great Western Railway of Canada, which is too well known to require any remarks from me.

At Toronto the Grand Trunk and the Great Western systems will meet at a station common to both lines, as well as to the Ontario, Simcoe and Huron Railway. If the immense traffic combinations of which these railways are susceptible be carried into effect, the business in freight and passengers that will pass through that city will be enormous, for here will be the junction of the great main railway artery of the east with that running south-west towards Hamilton and Detroit; with the western continuation of the Grand Trunk Line to Sarnia; and also with the Ontario, Simcoe and Huron Line.

By the extension of the Grand Trunk system to the western extremity of Canada, whether at Detroit or Sarnia, and to Lake Huron at Goderich or Collingwood, not only will the finest portions of the province be brought into railway connection with all other sections of it, but a direct communication will likewise be established with the states of Michigan, Iowa, Illinois, Minnesota, and Wisconsin, and with Lakes Huron and Superior.

The almost fabulous growth of these states and districts will perhaps be illustrated by the facts and figures which I now beg to submit.

Between 1811 and 1851 (the date of the last complete census) the population of Upper Canada has increased from 77,000 to 952,904. There is every indication that it is now nearly 1,400,000. Although the increase in population of Lower Canada has not been so rapid, it has advanced from 423,630 in 1824 to 890,261 in 1851. That is, the population has more than doubled in 25 years.

The increase for all Canada has been 59 per cent. between the years 1841 and 1851, which is greater than for all the states of the American Union, even including among them the New Western states.

The gross revenue of the province (about 5-6ths of which are derived from Customs duties) has been as follows for each year since 1848:—

	£
1849 . . . . .	513,431
1850 . . . . .	704,234
1851 . . . . .	842,184
1852 . . . . .	1,153,026
1853 . . . . .	1,320,659

The debt of Canada is about £4,870,000 sterling: £3,050,000 of it have been created for the construction of railways through the province. In exchange for this creation, the Government has become the first Mortgagee, to the same extent, on the lines in favour of which Provincial Debentures have been issued.

The value of the imports and exports during the same periods were—

IMPORTS.			EXPORTS.		
	£			£	
1849 . . .	3,003,565		1849 . . .	2,668,152	
1850 . . .	4,245,517		1850 . . .	3,235,938	
1851 . . .	5,358,687		1851 . . .	3,452,651	
1852 . . .	5,071,623		1852 . . .	2,826,901	
1853 . . .	7,995,359		1853 . . .	5,945,757	

For the half-year ending the 30th June, 1854, the value of the imports was £3,836,245.

The traffic through the Saint Lawrence Canals, and through the Welland Canal (twenty-eight miles long, which at a short distance from the Falls of Niagara connects Lakes Ontario and Erie) has increased as per annexed table :—

SAINT LAWRENCE CANALS.			WELLAND CANALS.		
	Tonnage			Tonnage	
	of Goods.	of Ships.		of Goods.	of Ships.
1850	288,103	460 180	1850	399,600	587,100
1851	460,400	520,210	1851	691,627	772,623
1852	492,575	525,406	1852	713,000	894,393
1853	561,601	619,209	1853	1,055,516	1,063,624

The increased movement on these canals between 1848 and 1853 has been 331 per cent.

The net revenue of the canals, notwithstanding reductions of tolls, to the extent of nearly 50 per cent., and the cost of collection being increased cent per cent., has more than doubled between 1847 and 1853. In the former year it was £23,320; in the latter, £50,611.

In April 1851 the Post Office Department of Canada was transferred from the Imperial Government to that of the Province.

The following table exhibits the Postal progress from that

date, when a uniform rate of 3d. currency (2½d. sterling) per half-ounce, was established, to the 31st March, 1854.

Years ending.	Number of Post Offices.	Miles of Established Mail Route.	Miles of Annual Mail Travel.	Number of Letters.
0th April, 1851	601	7,595	2,477,000	2,132,000
" " 1852	840	8,618	2,931,373	3,792,752
31st March, 1853	1,016	9,122	3,430,474	4,258,592
" " 1854	1,166	10,027	4,015,816	5,113,200

The working of the Montreal Telegraph Company (the principal one in Canada) strikingly illustrates the progress of the Province in the use and development of that system. Its wires were completed between Quebec and Toronto, a distance of about 550 miles, at the close of 1847.

They now extend nearly over the whole of Canada, their total length being about 1500 miles. They are in connexion with the various lines, ramifying over the American Continent from New Orleans in the south, to Halifax, Nova Scotia, in the north. The number of paid messages sent from its five principal sections, which include the wires between Quebec, Montreal, Kingston, Toronto, and Hamilton, was about 60,000 in 1848. In 1852 it was 161,878; in 1853, 242,868; and the paid messages on these sections had for the first ten months of 1854 increased at the rate of 25 per cent. over those of 1853. The scale of charges was reduced 50 per cent. in 1853. The rate between Montreal and Quebec is perhaps the lowest in the world—6d. for ten words, and ½d. for each extra word, exclusive of the names and addresses of the receiver and sender, which are never charged either in Canada or the United States. Notwithstanding these reductions, the receipts for the five sections above enumerated were £10,327 in 1853 as against £5,703 in 1848.

To meet the increasing demands of the trade and commerce of the country, the Parliament of Canada in the session of 1854 increased the capital of the banks from £2,675,000 currency to £4,600,000.

This is exclusive of the capital of the bank of British North America, the amount of which is one million sterling.

The total wheat crop of Upper Canada in 1841, was 3,221,991 bushels; in 1852, 12,692,852. The surplus in

sterling)  
1854.

Number of  
Letters.

2,132,000  
3,792,752  
4,258,592  
5,113,200

1854 (after deducting six millions for domestic consumption) was 12,000,000 bushels.

The increase in all other crops and products of agriculture was very nearly in the same proportions. The average produce per acre has increased in the proportions of 13 to 18 between 1845 and 1853, owing principally to improved farming and to better clearing of land.

Individual cities and districts give similar results.

The assessed value of property in Hamilton has doubled between the 1st of July, 1852, and the 1st of July, 1854. In 1844 the customs duties collected at the port were £12,190; in 1854, £169,181. The assessed property of the district of London, Canada West, has increased 200 per cent. in the last two years. Nineteen years ago its population was *nil*. In 1851 it was 6,000. It is now upwards of 12,000. In 1844, what is now the thriving village of St. Mary's, ten miles west of Stratford, on the Toronto and Sarnia section of the Grand Trunk Railway, and twenty miles north of London, was the dense and almost impenetrable forest. In July 1854 its population was nearly 1,200, and the price of the agricultural land (as fine and productive as any in the world) in the vicinity of the excellent Macadamized road which connects it with London to the south, and Stratford to the east, has risen in that time from between 8s. and 10s. an acre to from £8 to £16.

There are nearly 13 millions of acres of such land between a line drawn due north from Toronto and the western extremity of Canada. Scarcely a fourth of it has as yet been brought into cultivation; but if recent progress be a test, nearly the whole of the Peninsula will be settled upon and cultivated within ten years.

Perhaps the most remarkable growth of any city in the province, is that of Toronto, the capital of Upper Canada. As it is now about to become a great Railway centre and entrepot, it is evidently destined before long to exceed all other Canadian cities in population, and to rival them in commercial wealth and importance. In 1801, its population was 336. In 1830, it had only reached 2,860. Since then its progress has been so rapid, that at the close of 1854 it was upwards of 45,000. The import customs duties of Toronto were £5,050 in 1840; £93,303 in 1852; £156,026 in 1853; and £173,588 in 1854. In 1840 the value of the imports was about £38,000. In 1854, £1,445,163.

The rapid advance of Western Canada is only surpassed

by that of the States of the American Union lying to its west and north-west.

Commencing with the territory of Minnesota, the most northern and least settled of these states, its population at the end of 1850, was 6,077. It is now upwards of 140,000.

Independent of its qualities as an agricultural district, and in point of climate, its mineral wealth is ascertained to be almost unbounded. The same with regard to Northern Wisconsin, in which are situated the well known copper regions which border on Lake Superior. The population of the state was 11,683 in 1836, it is now nearly half a million. Further south are Iowa, to the west (the population of which was 42,112 in 1840, and 230,000 in 1852), and Illinois to the east. The population of Illinois was 157,445 in 1830, and 851,470 in 1851. At present it is at least one million and a half. The state of Michigan is the easternmost of those western states, and is separated from the extreme western end of Canada by Lakes Huron and St. Clair, and the River St. Clair and Detroit. The population of Michigan was 31,639 in 1830, and 397,654 in 1850; it is now about 700,000.

The great entrepot for all these states (with the exception of the state of Michigan), for business travel, emigrants or produce, is Chicago in the State of Illinois, situated on the south-western shore of Lake Michigan.

In 1831 there were only 60 persons residing at Chicago. At the census in 1840 its population was 4,479, and in 1854 it contained never less than 75,000 persons, of whom about 10,000 are strangers, flowing in an unceasing stream through this point of transit and centre of distribution. It now has 150 hotels, which, although some of them are capable of holding 500 or 600 persons, are for seven or eight months in the year always full to overflowing.

It already vies with New York, and with many capital cities in Europe, in architectural elegance; and in 1854 it exceeded New York in the fact that its exports of grain and flour were 12,902,310 bushels, whereas those of New York were 9,430,335.

Chicago is the natural terminus, during the period of navigation, of the great line of water communication between the eastern cities on the Atlantic and the west; Quebec through the St. Lawrence and the Lakes; Boston and New York, through the Hudson River and the Erie Canal.

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From Chicago radiate directly, or by connections, nearly twenty railways, the aggregate length of which is about 2,500 miles. They extend north, south, west, and also south-east. They are each from one to three hundred miles long, and they pass through districts, than which there are none more fertile in existence. Yet in the beginning of the year 1852 there was only one railway, of about forty miles long, running into this city.

Eighty trains, averaging 120 passengers each, arrive daily at Chicago; and 80 trains, taking nearly the same number of persons, depart.

The railways which convey these trains, tap the rivers Ohio, Missouri and the Mississippi, and they lay seven American States more or less under tribute, bringing the produce of those great districts to this commercial pivot.

At present the main bulk of the products that arrive at Chicago is exported, in sailing and screw vessels, for the Atlantic board. To reach the entrance of the Erie Canal, this produce has to make a circuit of 980 miles. The length of the Canal to Albany, where it runs into the Hudson River, is 364 miles; and from Albany to New York 150 miles; total from Chicago to New York, 1,494 miles.

If the produce be destined to Quebec, the distance from Chicago to the Welland Canal is 950 miles; passage through the canal 28 miles; Port Dalhousie (Ontario mouth of the Welland Canal) to Quebec 540; total from Chicago 1,518 miles.

The opening of the River St. Lawrence to American vessels, under the recent reciprocity treaty, is already causing attention to be turned to loading vessels at Chicago, to make a lake and river voyage of 1,518 miles, and then to extend it 2,680 more miles, without break of bulk to Liverpool. This idea is suggested by the fact, that although under present commercial arrangements, the produce that centres at Chicago now finds its way to New York in the first instance, Great Britain is its real ultimate destination.

The practical difficulty to this scheme of navigation, however, is that vessels with  $8\frac{1}{2}$  feet draught can alone pass through the St. Lawrence Canals.

But besides, as it is only during a period of seven months in each year that the movement of traffic can take place on the lake and river navigations of North America, it is impossible to consider them as perfectly answering the purposes of a great commercial thoroughfare. Mr. Robert Stephenson,



in his Report of May 1854, on the Victoria Bridge, says, "Experience both in England and other countries where railways have come into rivalry with the best navigable rivers (rivers open for navigation throughout the year), has demonstrated beyond the possibility of question, that this new description of locomotion is capable of superseding water carriage, whenever economy and despatch are required; and even where the latter is of little importance, the capabilities of a railway properly managed may still be made available simply for economy."

These views can be corroborated by many illustrations both in this country and America.

For instance, since the opening of the New York Central Railway, which runs in the same direction, and for more than half its distance in sight of the Erie Canal, the tolls of the latter have fallen off each year, and in the 1854 to the extent of 11 per cent. on those of the previous year, whilst the railway receipts from goods traffic are increasing in a greater proportion.

The canals in the state of Ohio are 952 miles in length. Previous to 1841 there was no railway in the state. In January 1854 there were 1,385 miles. The canal tolls for 1853 were £2,146,143 less than in 1852, and there has been an increased falling off in 1854.

But perhaps the most striking example is furnished by the Hudson River Railway, which runs for 130 of its total length of 150 miles, on the very edge of the Hudson River, the navigation of which, as a River Navigation, cannot be surpassed. Nevertheless the receipts for that line for each year terminating the 30th September, from 1850 to 1854, both inclusive, have been (in currency) as follows:—

	1850.	1851.	1852.
Total receipts . . . . .	£74,427	£150,928	£260,894
Passenger receipts ..	67,415	87,494	190,753
Freight receipts ....	4,461	9,075	55,520
Number of passengers	370,014	703,027	1,063,498
		1853.	1854.
Total receipts . . . . .		£324,151	£438,484
Passengers receipts . . . . .		231,060	302,465
Freight receipts . . . . .		77,618	116,036
Number of passengers . . . . .		1,362,122	1,352,192

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Nine-tenths of the magnificent steamers which formerly floated on the Hudson River, are now, owing to the railway competition, withdrawn.

On the subject of Victoria Bridge I feel it is only necessary (for the views therein expressed so completely coincide with my own) to make two quotations; one from the Report of Mr. Robert Stephenson, addressed to you in May, 1854, the other from the Report presented by the Canada Board to the meeting of the shareholders, which was held at Quebec, in July 1854. "The great object," says Mr. Stephenson, "of the Canadian system of Railways, is to bring their rich provinces into direct and easy connection with all the ports of the east coast of the Atlantic, consequently to bring them nearer to Europe. If the line of railway communication be permitted to remain severed by the St. Lawrence, it is obvious that the benefits which the system is calculated to confer upon, must remain to a great extent nugatory. The province will be comparatively insulated, and cut off from that coast to which her commerce naturally tends. The traffic from the west must either continue to adopt the water communication, or which is more probable, nay I should say certain, it would cross into the United States by those lines nearly completed to Buffalo. No one who has visited the country and made himself acquainted with the tendencies of the trade which is growing up on all sides in Upper Canada, can fail to perceive that if vigorous steps be not taken to render the railway communication with the eastern coast, through Lower Canada, uninterrupted, the whole of the produce of Upper Canada will find its way to the coast through other channels, and the system of lines comprised in the undertaking of the Grand Trunk will be deprived of that traffic upon which the Directors have very reasonably calculated." The concluding sentence of Mr. Stephenson's Report is in these words:—"In short I cannot conceive anything so fatal to the satisfactory development of the Grand Trunk Railway as the postponement of the bridge across the river at Montreal. The line cannot, in my opinion, fulfil its object of being the high road for Canadian produce, until this work is completed; and looking at the enormous extent of rich and prosperous country which the system intersects, and at the amount of capital which has already been, or is in progress of being expended, there is, in my mind, no room

1852.  
£260,894  
190,753  
55,520  
1,063,498

1854.  
£438,484  
302,465  
116,036  
1,352,192

for question as to the expediency, indeed, the absolute necessity of this bridge."

The following are the passages in the Report of the Canadian Board of Directors that refer to the Bridge. "Viewed in relation to its commercial importance, the Directors are more than ever impressed that without it the large and comprehensive traffic system involved in the construction of the Railway could only be partially, and by comparison, ineffectually carried out at a very great cost. Montreal is the terminal point of the ocean navigation connected with the St. Lawrence on the one side, and of the great Canadian and American lakes, extending 2,000 miles into the heart of the continent, on the other. It is also the centre from which lines of Railway at present radiate to Portland, Boston, and New York, and to which lines now in progress of construction, will converge from the Ottawa and other rich, though as yet only partially developed districts of Canada. Without the Victoria Bridge the Grand Trunk Railway would, in fact, be two railways, involving the cost and expensive working of the two separate plants; whereas, by its construction under the perfect system of management which the Directors believe they will be able to introduce, not only will the immense traffic both of persons and of merchandize which now flows through Montreal, continue with the natural expansion consequent upon the opening of Railways in surrounding districts, but it is the firm conviction of the Board, that by means of the bridge a better, more rapid, and cheaper communication will be afforded for the produce of the magnificent districts of Western Canada, and of the north-western States of America, including Michigan, Illinois, Wisconsin, Minesota, Iowa, &c., to the Atlantic sea board, and for the supply of these two states and districts with imported goods, than by any other route on this continent."

The chief points at which the traffic of these States and Districts can be placed on or received from the Canadian system of railways, are four. The most southern and western is at the Detroit Terminus of the Great Western Railway. The river is never frozen, so that the steam ferries can ply in winter as well as in summer. Detroit city is in railway connection with Chicago, by means of the line of the Central Michigan Company. Its length is 282 miles. The distance from Quebec to Detroit by the Great Western and the Grand

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Trunk Railways will be 728 miles, and from Portland 852 miles. From Chicago to Quebec, 1,010 miles (by water 1518), to Portland, 1134.

The next is Sarnia, 70 miles north-east of Detroit. It is opposite to Port Huron, in the State of Michigan, whence ferry steamers ply all the year round. A railway of 202 miles long across the state to Grand Haven, on the eastern side of Lake Michigan is under contract. The counties through which it will run have increased in population from 14,418 (their amount in 1837) to rather more than 100,000 at the present date. The assessed value of the property in these countries was £991,500 sterling at the beginning of 1851, £3,750,000 at the same period of 1853. Milwaukie, the capital of the state of Wisconsin, with a population of nearly 40,000, which in the last five years has advanced *pro rata* nearly as rapidly as Chicago, is distant 85 miles west from Grand Haven.

Large steamers already pass daily between these cities in six hours. A railway is completed west from Milwaukie to Maddison (*via* Jamesville) 105 miles, and the construction of its continuation, 90 miles to the Upper Mississippi River at Prairie du Chien, is in progress. Ten years back the fertile prairies along the banks of the Mississippi, in this latitude, were in disputed possession of only the nomadic tribes of Indians and of buffaloes; since then the population has rapidly filled in, and upwards of 40,000 emigrants settled there during the navigable season of 1853. The railway distance from Quebec to Sarnia will be 678 miles, and from Portland 803 miles; from Quebec to Milwaukie 963 miles; from Portland 1088 miles; from Quebec to Prairie du Chien, 1162 miles; from Portland 1287.

The third point at which the traffic of the north-west may flow to the Grand Trunk is at Goderich (50 miles north-east of Sarnia). Here the western terminus of the Buffalo, Brantford, and Goderich Railway is situate. As soon as this railway is opened throughout, it is intended by the proprietors of some of the large first-class steamers, which have hitherto plied on Lake Erie, but the trade of which, owing to the competition of the Great Western Railway, is seriously diminishing, to run between Goderich and the western extremity of Lake Superior, a distance of 700 to 800 miles. The distance from Goderich to Quebec and to Portland is respectively 40 miles less than from Sarnia.

The fourth Canadian outlet for the traffic of the west, is by means of the Ontario, Simcoe and Huron Railway, and its connection at Collingwood Harbour with "Georgian Bay" at the eastern extremity of Lake Huron. This route for about one-third of its distance on the lakes will be common to the route to and from Goderich. The railway distance of Collingwood from Quebec will be 599 miles; from Portland, 724.

I now beg to draw attention to the important subject of transatlantic communication in connection with the Grand Trunk Railway system.

The greatest market for the surplus produce of Canada West, and of the fertile regions beyond it, is England; and it is from England that the bulk of the manufactured articles consumed in these regions is obtained.

During the winter of 1853-4, the screw-ships of the Canadian Steam Navigation Company, under a contract with the Provincial Government, first ran to Portland; and although their passages were irregular, and made in underpowered, and in other respects inefficient vessels, so great was the desire of the Montreal merchants to avail themselves of this communication, connected as it was with the Grand Trunk Railway, that every vessel of the Screw Company that made the winter passage, was completely full on her outward voyage.

In a Report from the Commissioners of Public Works in Canada, issued in November last, these officers express "deep regret that the conditions of this contract have been carried out in no one particular;" and having pointed out numerous infractions, they proceed to state their opinion "that to meet the wants of the Province fully, and so that the anticipated benefits from direct steam communication between this colony and England may be realized, it is necessary that the line should be a weekly one. During the season of navigation of the St. Lawrence, such a line would draw to this route a traffic of great importance, extending through a vast tract of country, from the far west of the American continent, and it would also tend importantly to the lowering of freight to and from Canada. It would be difficult, in fact, to define limits to the benefits which such a business would diffuse through the channels of industry in this country."

The general Government of Canada is prepared to carry

out the view of the Commissioners as regards a weekly sea communication from each side of the Atlantic throughout the year, provided it can be accomplished on terms not extravagantly disproportioned to those of the contract of August, 1852.

It is impossible to exaggerate the importance to Grand Trunk interests of this service being performed in the most effective manner, and with the frequency suggested. An early result of the establishment of such a line would be the withdrawal of the Canadian transit traffic from New York and Boston; for there is no Agency which any other Transatlantic Line could establish that would give equal efficiency, certainty, and economy, to that of a first-class Canadian Steam-ship Company, acting in all its operations in strict alliance with the Grand Trunk Railway. Both at Portland and Quebec the vessels lay alongside the Company's extensive wharfs, and goods are passed with one handling between the ship and the railway waggons. The harbour services and the custom-house business are conducted by the Company's own officers, and are included in the through rate, whereas at Boston and New York goods coming, say from Europe, are first landed from the vessels, and then have to be carted through the town to the railway termini. These proceedings, expensive in themselves, likewise involve extensive agency, commissions on payment of sea freight, and there is no union or identity of interests between the sea-going vessel and the land route. The goods being at last placed on the railways, have then to run the gauntlet through several independent agents and companies, and finally reach their destination after numerous delays, and with charges upon them of which merchants can have no knowledge until they see the invoices. It would not be so by the Canadian route, as the merchants of Montreal can testify by their experience in the winter and spring of 1853-4.

When the Canadian Railway system has been extended to the west, the Michigan Companies (from which they will only be separated by a ferry transit) will readily come into looking arrangements, and so one continuous line of communication, with one payment, and with almost only one responsibility, will be established between Liverpool and places, none of which will be less than 2,900 miles, and some will be fully 4,000 apart.

But the attention of the shareholders of the Grand Trunk

Company should not be limited to one transatlantic line of steam communication; for if the Cunard steamers were required to call at Portland (which is equally accessible as any other in the Atlantic coast) the mails could be forwarded in ten hours to Montreal, in eleven to Quebec, in seventeen to Kingston, and in twenty-two to Toronto; whereas, by the existing arrangements the British mails leave Quebec seventy-six hours, Montreal thirty hours, Kingston the same, and Toronto 48 hours before the departure of the steamer that conveys them from Boston or New York to England.

In consequence of the length to which this Report has extended, I am compelled to make only a brief reference to the important subject of Emigration not only to Canada, but through it, to the north-western states of America.

The number of emigrants who arrived at Quebec since 1848 has been as follows:—

1849 . . .	38,494	1850 . . .	32,292
1851 . . .	41,076	1852 . . .	39,176
1853 . . .	36,669	1854 . . .	54,112

The Earl of Elgin, in his despatch to the Secretary of the Colonies, dated the 22nd December, 1852, says on this subject:—

“The circumstances which contribute to raise outward freights, serve to enhance the route of the St. Lawrence as a channel for traffic inwards. The admirable capacious system of inland navigation extending from Quebec for upwards of 2,000 miles into the interior of the continent, and the certainty of obtaining outward freights, are calculated to cause a preference to be given to this over rival routes for the transport of heavy goods, such as salt and iron, and of immigrants destined for the vast regions bordering on the lakes.”

In 1852, a new description of emigration was attracted to the St. Lawrence route, that of Germans, Swedes, and Norwegians, who could only have been induced to it by its superiority over that of New York. This traffic is capable of very great development, and it is believed that large numbers of those persons, on their way to the west, will come through Canada in the ensuing summer.

Arrangements are organising by which emigrants can be conveyed from their landing place to Montreal in eight



hours; and when the railway is connected to Toronto and further west, they can be placed 726 miles west of Quebec (allowing ample time for repose and refreshment), in three days, and under arrangements that will prevent all the frauds to which they are now exposed.

By the River and Lake navigation, an Emigrant could not reach the same point in less than eight or ten days of unceasing travel, during which he will be subjected to six transshipments of his luggage.

In submitting to you the foregoing statement of my views upon the prospects of the Grand Trunk Railway, I venture to express a hope that it will have the effect of imparting to the minds of the Shareholders the same conviction that exists in my own—namely, that, regarded as an investment, it cannot fail to prove a highly profitable enterprize.

I have the honour to be, Gentlemen,

Your very obedient servant,

C. P. RONEY.



*London, 30th March, 1855.*

TO THE CHAIRMAN AND DIRECTORS OF  
THE GRAND TRUNK RAILWAY.

GENTLEMEN,

I beg herewith to submit for your information a statement of the progress of the works of construction of the Grand Trunk Railway to the present time, and the arrangements as at present contemplated for their completion. With the view of rendering more intelligible an account extending over 1,100 miles of railway, partly completed, and the remainder in course of construction, I shall divide it into convenient sections, which local or other circumstances point out as necessary to a proper understanding of its present position.

Starting from Montreal as the central and most important point, I shall first describe the sections west of this centre in the following order:—

1st. Montreal to Brockville .....	126 miles.
2nd. Brockville to Belleville .....	94    "
3rd. Belleville to Toronto .....	110   "
4th. Toronto to Stratford .....	90    "
5th. Stratford to Sarnia .....	80    "
6th. Grand Junction, Peterboro' Br.	55    "

Total .. 555 miles west  
of Montreal.

The first section from Montreal to Brockville has been prosecuted during the last year with the utmost vigour, with the intention of opening this important section for traffic at the earliest period practicable; and, at the close of last year's operations, the proportion of twenty-five per cent. only remained unfinished—the work done amounting to nine hundred thousand pounds out of twelve hundred thousand; and, by September of the present year, we have every reason to hope that it will be completed, the contractors having made every arrangement necessary with this object in view,

being full twenty months before the time stipulated in the contract.

The end to be attained by the opening of this section is of more than ordinary importance to the Grand Trunk Railway, inasmuch as it is to supersede the navigation of the St. Lawrence from Montreal upwards, where the numerous locks necessary to overcome the rapids peculiar to this district, make the journey from Montreal to Brockville extend to twenty-four hours; the same can be accomplished by railway in five, or even four hours if necessary.

The next section, No. 2, Brockville to Belleville, has not been proceeded with in the same ratio as the one just described—the proportion of work done is as two hundred and sixty is to eight hundred and ninety thousand, the object being to complete this section by the end of 1856—full nine months earlier than the period specified by the contract.

The 3rd section, from Belleville to Toronto, has been proceeded with more rapidly than the preceding, more especially at the western end; for a distance of 5 miles, the proportion of work done upon this section amounts to 35 per cent. of the whole; and of the 35 miles that may possibly be opened this year, 70 per cent. is completed.

The fourth section. Toronto to Stratford is about two-thirds completed, and the intention is to open it for traffic at the end of the present year, or early in the next, being long before the time named in the contract.

The fifth section, from Stratford to Sarnia, has been suspended since the arrangement with the Great Western Company was come to, that no works beyond Stratford should be proceeded with for the present.

Some works had been executed between Stratford and St. Mary's, and the whole of the land had been secured to Sarnia before this arrangement was entered into—altogether amounting to about £40,000, which is all that has been expended upon these 80 miles.

The sixth section refers to the Grand Junction Line, or Belleville and Peterboro' Branch. This branch line is 55 miles in length; but beyond completing the surveys and preparing the necessary plans and sections, no steps have been taken for proceeding with the works, nor at the present time does it seem likely that any further progress can be made until the main line is complete.

This review of the western division, shews that out of 555

miles it is intended to open 250 miles in *three* sections in the autumn of this year, and 173 miles in the following year, which will complete the communication from Montreal to Toronto, 333 miles, and thence to Stratford 90 miles. The remaining 132 miles, upon which about £50,000 will have been expended, must await future arrangements.

As these arrangements principally relate to the Great Western Railway, and their influence upon the western extension beyond Stratford, an amicable settlement of the points pending with them will save a large expenditure, principally to the Great Western, and will insure a more profitable working of the system to both Companies than can be attained by any other means.

I shall now proceed to describe the sections east of Montreal, beginning with—

1st. The St. Lawrence and Atlantic ...	148 miles.
2nd. „ Quebec and Richmond .....	100 „
3rd. „ Quebec and Trois Pistoles ..	153 „
4th. „ Atlantic and St. Lawrence (Leased) .....	144 „
5th. „ Victoria Bridge .....	2 „

Total ..... 547 miles  
east of Montreal.

The first section, from Montreal to Island Pond, was opened to some extent (about a hundred miles) before the Grand Trunk Company existed, and the remainder on the eve of the Grand Trunk Company taking possession of the line on 1st July, 1853, in conformity with the terms of amalgamation.

The very incomplete state of this section, both in works of construction and in rolling stock, rendered it necessary to incur a large and immediate expenditure. A considerable portion of the line was entirely without ballast, and the remainder very inadequately supplied. More than one-half was unprotected by fences of any kind, and the stations and buildings connected therewith, almost in every instance, insufficient. The rolling stock, especially in engines and platform cars, for the conveyance of lumber (the staple trade upon the line), had to be more than doubled; sidings had to be increased, extended, and enlarged, water stations multiplied; and the line, throughout, made safe for travelling, which was far from being its condition when the Grand

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Trunk Company entered upon it. All that had been necessary to render it complete had been done, at a cost of about £400,000 sterling, including interest on capital.

When we consider that this section was handed over to the Grand Trunk Company at a cost of £800,000 sterling, barely £6,000 per mile, its incomplete state is easily accounted for: £250,000 was originally provided in the Grand Trunk capital for its more complete equipment; this has been found insufficient, on account of the total inadequacy of the plant, and the much more incomplete state of the works, than was at one time anticipated. The prospects of traffic are, however, such as amply to justify all that has been done in rendering it as perfect as it now is. The second section, Quebec and Richmond, was so far finished in last November as to allow of its being opened for the public convenience, as all chance of travelling by any other means would be, as usual, suspended through the winter. A morning and evening train, each way, supplied this want, until the winter set in, with its accustomed severity in these regions, when one train only per day has been continued, which will suffice until the 1st of May, when the business of the season may be said to commence; and we have every reason confidently to look forward to satisfactory results.

The passenger travel upon this section, I believe, will compare with any railway in America. The steam-boats hitherto plying between Montreal and Quebec, performed the journey in fourteen or fifteen hours—one-third this time will suffice for the railway; and the amount of passenger traffic frequently exceeded the extent of accommodation in the boats: besides, the frequent influx of emigrants, obliged them to carry as many as seven and eight hundred of that class upon their decks. These are facts which abundantly supply elements for railway enterprise, which, with liberal and proper management, never fails to command a preference.

Of the goods traffic which may also be expected upon this section, I am no less sanguine. It exists to an enormous extent; and will only require due care and attention on the part of the executive in charge of this department, to insure to the railway its own choice and amount, which can be limited only by its capabilities of performing.

The third section—Quebec and Trois Pistoles. The works of construction upon this section are limited, for the

present, to Saint Thomas's, a distance of 40 miles from Quebec; the proportion completed amounts to 75 per cent. Arrangements have been made by the Contractors to complete the line to Saint Thomas's, so as to be ready for opening in September of the present year—simultaneously with the section from Montreal to Brockville. As regards this section I am quite sure, if the financial position of the Company permitted, it would be desirable at once to extend it to Saint Anne's—a distance of 43 miles beyond Saint Thomas's, which would be accomplished for £350,000; and if now commenced, it would be opened in the autumn of next year. By this extension, the steam-boat navigation on the Saint Lawrence below Quebec, could take advantage of the railway at various points; by stopping at Saint Thomas's, no such facilities present themselves. I regard this extension as a great adjunct to this section, and every effort should be used to effect the objects which can thus be attained. Beyond Saint Anne's, a distance of 70 miles to Trois Pistoles, would still remain for future completion.

The fourth section, Atlantic and St. Lawrence. This comprises that portion of the Grand Trunk line lying in the United States, extending from Island Pond to Portland, and leased by the Grand Trunk Company. To a considerable extent this section, when entered on in July 1853, was found to be in the same incomplete state as the first section, called the St. Lawrence and Atlantic, of which it is an extension to Portland. In rolling stock a large increase has been found necessary. As regards works of construction, the station at Portland was found to be most deficient; it occupies reclaimed land from the sea, and on this account its completion has been found most expensive. A passenger station is now in course of erection at Portland; hitherto a portion of the goods shed has been used for this purpose. The arrangements for this station are now in a forward state, and when completed, great facilities for carrying on the business of the Company will follow. The Harbour of Portland, which this station commands, to a very large extent, will be of the last importance to the railway. A short time will suffice to develop its value.

The facilities afforded at Portland for steam-boat intercourse with Europe cannot be overrated. Being accessible at all times throughout the year, secures it advantages superior to almost every port in America, Halifax only excepted. Halifax and

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Portland, I believe, stand alone in this position. On this account, any step which would effect a weekly arrival and dispatch of a British steamer to this harbour would secure to the railway an augmentation of revenue that would place it in an independent and prosperous position. Our experience of the past, as far as we have had opportunities of judging, fully justifies this view, and every exertion should be made to secure results so important. In any way in which it can be viewed, I cannot see any serious obstacle to its accomplishment.

The expenditure upon this section will, when completed, amount to about £450,000 sterling, one moiety of which is already provided for by the issue of share stock, and the remainder will be similarly provided for as soon as the requisite legislative power is obtained for such purpose.

The summary of the Eastern Division, as appears from the foregoing statement, will stand thus:—392 miles are now open to the public; 40 miles will be opened in the autumn of the present year, and there remain 113 miles for future consideration; 43 miles of which I have already stated it would be advisable to advance to completion without delay. The prospects of traffic on the St. Lawrence and Atlantic sections are very considerable in lumber, the natural produce of the district. The preparations which have been made, and are still making, in the erection of saw mills and extensive premises for carrying on this trade by private parties, are numerous and upon a large scale. Our rolling stock has been placed upon a footing commensurate with their requirements, and we anticipate shortly to commence reaping the benefits for which such large preparation has been made.

Fifth, Victoria Bridge. In the spring of last year this work was begun, every preparation having been previously made for its prosecution which its magnitude and importance required. The masonry of the north abutment is considerably advanced; the first pier is completed, and the second is up to the level of eight feet above summer water. Dams for the 3rd, 4th, and fifth piers are completed, preparatory to this year's operations.

Arrangements have also been made by the Contractors for carrying on the works from the south shore, so as to put in requisition every available means for carrying on this great work to completion as early as practicable. When it

is considered how great a facility this bridge will give to the traffic from the district over 1,000 miles of railway, no further incentive can be required to urge its speedy completion than the conviction that it will materially tend to insure the success of the capital embarked in those lines of railway of which this bridge will be the connecting link.

I am, Gentlemen,

Your most obedient Servant,

ALEX. M. ROSS,

*Chief Engineer of the Grand Trunk  
Railway Company of Canada.*

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*London, March 16th, 1855.*

TO THE CHAIRMAN AND DIRECTORS OF  
THE GRAND TRUNK RAILWAY COMPANY.

GENTLEMEN,

At the date of my last Report the whole continent of America was threatened with Cholera, and shortly after, it fastened in a most virulent form on the City of Montreal and other places adjacent to the district to which tourists resort in the summer, and turned aside from the Grand Trunk the whole of the summer traffic; a loss, at least, to the Company's receipts of 6000 dollars per week; notwithstanding this great calamity followed by an unprecedented drought, there is much for congratulation.

The settlement of the hitherto unpopulated portion of the line, a distance of 150 miles out of the 292 open from Portland to Montreal, is proceeding in a most satisfactory way, and I am qualified to inform the Directors that within the last eighteen months upwards of 700,000 dollars have been expended by the public chiefly on that part of the line, in the erection of mills, residences and other buildings.

By analysing the passenger traffic for three months ending the 30th of September last, it will be seen that the average distance travelled by each passenger is  $28\frac{3}{4}$  miles; the average receipt for each passenger 4s.  $3\frac{1}{4}$ d.; and the average receipt for each passenger, per mile,  $1\frac{3}{4}$ d.; and this may be considered as derived from local traffic, for out of 88,174 passengers carried, only 2,530 travelled the whole length of the line, and two-thirds of the whole receipts have been carried upon 40 miles at each end of the road.

The Quebec and Richmond was temporarily opened on the 27th of November, and, by May next, will be fully completed and equipped for traffic; from which date I look for-



ward to great results, as it will most assuredly create quite a new travel between Portland, Boston, and New York, and the large manufacturing population of the States of Maine, Connecticut, and Massachusetts, with Quebec and Lower Canada; every passenger of which will travel 320 miles over the Grand Trunk. This, independent of the summer travel, will throw a large amount of traffic on the Grand Trunk, consequent on the opening of this line.

All tourists make for Quebec. They have, hitherto, had to proceed to that city and return from it to Montreal by steamboat, during the night, before they could re-enter the United States. The Quebec and Richmond obviates this, by enabling passengers to go by railway, by day, in five and a half hours, instead of fourteen; and proceed direct to the White Mountain (the Switzerland of America) to Portland, and so on to other parts of the United States. I entertain no doubt of this producing a large amount of traffic, independent of the increasing number of local passengers, produce, and cattle from the country adjacent to the line, and which will now find its way to the manufacturing districts of the United States, traversing, on an average, a distance of not less than 200 miles.

The lumber traffic for the last half-year must form no criterion for the future. The drought referred to, caused many of the mills to suspend their operations, but the proprietors are providing against its repetition, by enlarging their mill dams. The completion of the magnificent mill, erected by an American company, on the river Saint Francis, has been delayed by several accidents; it has at length commenced to work, and, when in full operation, will produce a return to the Grand Trunk of at least £500 sterling per week. This is only one of many others in preparation, throughout the line, for converting timber (and which must be carried by the railway). They are on such an extensive scale, as will, I feel confident, produce as much as we shall be able to carry on a single line; and will, with the other traffic derivable from the district through which this eastern section of the Grand Trunk runs, without any aid from the through travel from the westward, realize a receipt sufficient to pay six per cent. on its entire cost. What its receipts will be when the western travel is thrown over it, I dare scarcely venture to predict; if I did so, I am afraid you might think me over sanguine; but this I do not

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hesitate to assert, so far as my information of the country and its travel enables me to form an opinion, the receipts between Montreal and Portland will be at least trebled.

The alliance which I entered into on behalf of the Grand Trunk Company, has secured to this line a very large share of the traffic from Boston and its district. This is a very important traffic for us, as it affords a back loading for the cars which take lumber and flour to Portland.

The contract entered into between the Androscoggin and the Atlantic Company (now leased to the Grand Trunk), for the conveyance of their traffic over 28 miles of the line to Portland, expired in July last. This traffic produced a return to the Grand Trunk of about £11,000 per annum. I considered that the terms of that Contract were much too low for the work done, and have made a temporary arrangement with that Company until the opening of the Bangor Line, 50 miles in length, and which is expected will take place early in the spring, when I hope to make such an arrangement as will ensure to the Grand Trunk a very large increase to the present returns.

Arrangements are being made to place before the Directors an accurate monthly account of the receipts and expenditure.

The working expenses can hardly be calculated by a percentage. My experience brings me to the conclusion that the fairest and clearest way is to state what per mile per week this portion of the Grand Trunk can be worked at to cover all charges.

I have gone seriously into this question, and had the advice and assistance of Mr. A. M. Ross, Engineer in Chief, and he concurs with me in my opinion that £9 per mile per week will cover all charges, except interest on Bonds. By comparing the receipts with the mileage, the nett revenue for interest and dividend will be arrived at each week.

It gives me great pleasure to be able to state that the line is in a most efficient state, and the trains have not been a minute behind time since the first June. Up to the time I left Montreal no accident had occurred; but I am sorry to say, that since my arrival in England an accident has occurred during the late severe snow storm, by a freight train overtaking a passenger train, which was delayed by the snow. The damage is not serious either to persons or property. The cause of the accident appears to have been

neglect of the regulations, in not sending a man back with a red flag.

With respect to the sections expected to be opened ~~next~~ *this* year, viz., from Montreal to Brockville, 125 miles; Toronto to Stratford, 90 miles; Quebec to St. Thomas, 40 miles, I would strongly recommend that the Contractors be urged to complete, as speedily as possible, the sections from Montreal to Brockville, Quebec and St. Thomas; for these sections will enable us to tap the traffic of the St. Lawrence, now conveyed by steamers above the rapids, by which we cannot fail to derive a very large amount of trade for Montreal, Quebec and Portland; and which, as I have before stated, can be carried over the eastern section at very little extra cost to the Company.

To give the Directors some idea of the advantage to be gained by this opening, it will be sufficient to mention that the river steamers take 24 hours to reach this port on the St. Lawrence, while the trains will accomplish it in four, effecting a saving of 20 hours in time, and passengers avoid sleeping on board all night.

I must urge on the Directors the necessity of completing at the same time the temporary pier extending into deep water at the Victoria Bridge, which will enable us until the bridge is finished, to transfer both passengers and goods by steam-boat to and from each terminus on the shores of the St. Lawrence, thereby avoiding the delay and expense of passing through the city of Montreal, and securing a continuous route to and from the east to the west, and *vice versa*. This will facilitate all our operations, and enable us to command a large share of through traffic from the manufacturing districts of the United States to the westward, and of produce from westward to the east, which now passes by other routes.

The extension of the Quebec and Richmond to St. Thomas, it is expected, will furnish a considerable quantity of cattle, which have to find their way to the United States. This district of Canada being peculiarly adapted for producing and feeding cattle, which will have to travel at least 340 miles if carried to Portland, and 180 to Montreal, and which can be carried at a very small additional cost; and the advantage to be derived from the acquisition of a large traffic over the whole length of line, will be apparent to all.

I consider it my duty to call the attention of the Directors to the advantage this Company would derive from having a constant line of steamers between England and Portland. The arrival of each vessel would increase our receipts from £1,600 to £2,000, the passengers traffic of which would be all profit.

I am, Gentlemen,

Your most obedient Servant,

S. P. BIDDER,

*General Manager.*

