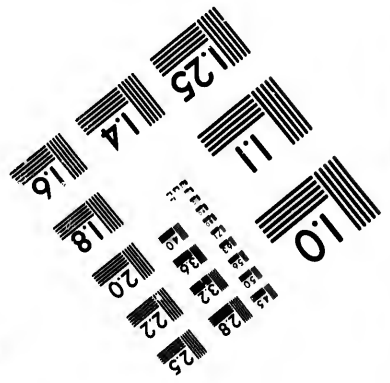
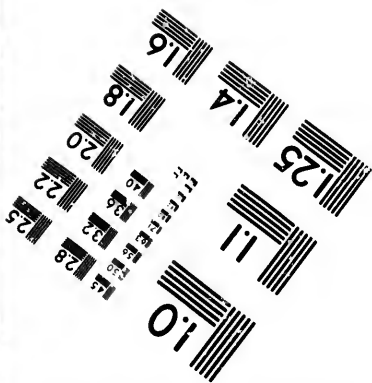
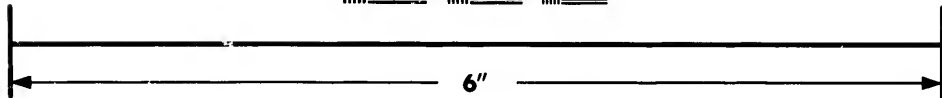
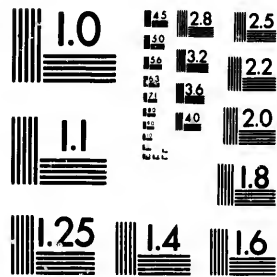


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques



© 1987

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible. |
| <input checked="" type="checkbox"/> Additional comments (i.e. :
Commentaires supplémentaires: The map is a photoreproduction. | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

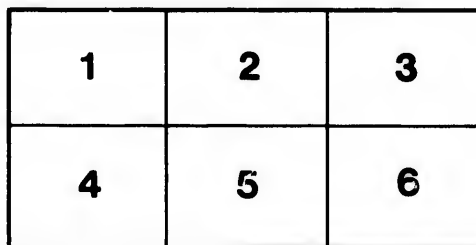
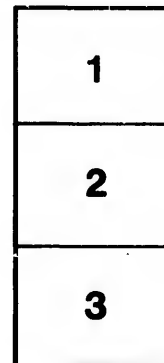
Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

A

TABULAR REPRESENTATION

OF THE

PRESENT

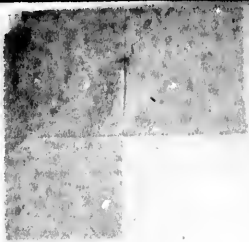
CONDITION OF BOSTON,

IN RELATION TO

RAILROAD FACILITIES, FOREIGN COMMERCE, POPULATION, WEALTH,
MANUFACTURES, ETC., ETC.

ALSO, A FEW STATEMENTS RELATIVE TO THE

COMMERCE OF THE CANADAS.



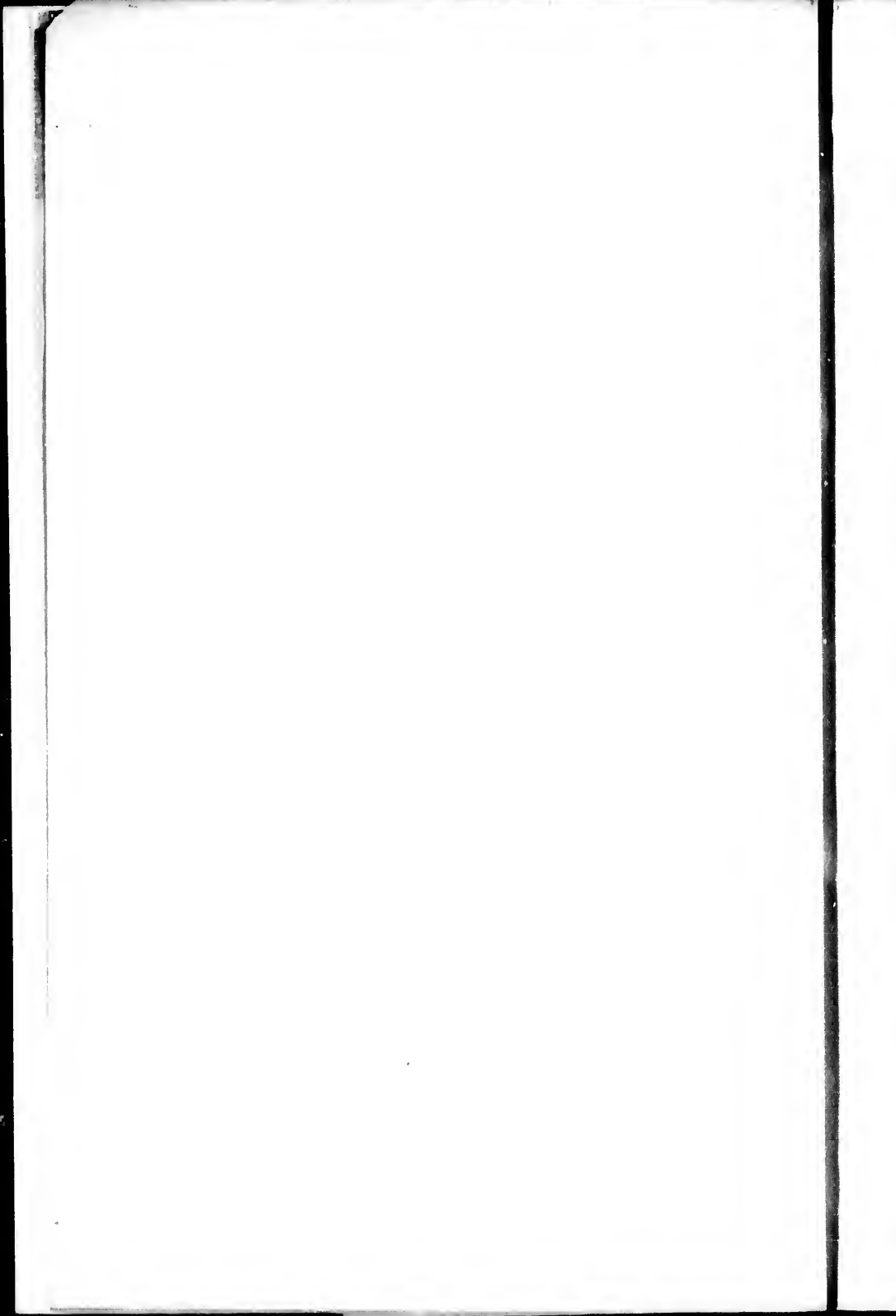
TABULAR REPRESENTATION
OF THE
PRESENT
CONDITION OF BOSTON,
IN RELATION TO
RAILROAD FACILITIES, FOREIGN COMMERCE, POPULATION, WEALTH,
MANUFACTURES, ETC., ETC.
ALSO, A FEW STATEMENTS RELATIVE TO THE
COMMERCE OF THE CANADAS.

PREPARED FROM THE MOST RELIABLE SOURCES, UNDER THE DIRECTION OF A SUB-COMMITTEE
FROM THE JOINT SPECIAL COMMITTEE ON THE RAILROAD CELEBRATION, TO TAKE
PLACE SEPTEMBER 17th, 18th, AND 19th, 1851; WITH A MAP.



BOSTON:
1851.

J. H. EASTBURN, CITY PRINTER.



P R E F A C E .

The following statistics have been compiled with as much care and accuracy as the limited time allowed would admit. Even when not obtained from *official sources*, they are believed to be nearly, if not perfectly, correct.

As in some instances, it is designed to show the advantages possessed by Boston, as compared with those of other cities, great pains has been taken to make it as impartial as possible, and to give to those cities the benefit of prospective improvements in the way of shortening their lines of communication with the Canadas and the West.

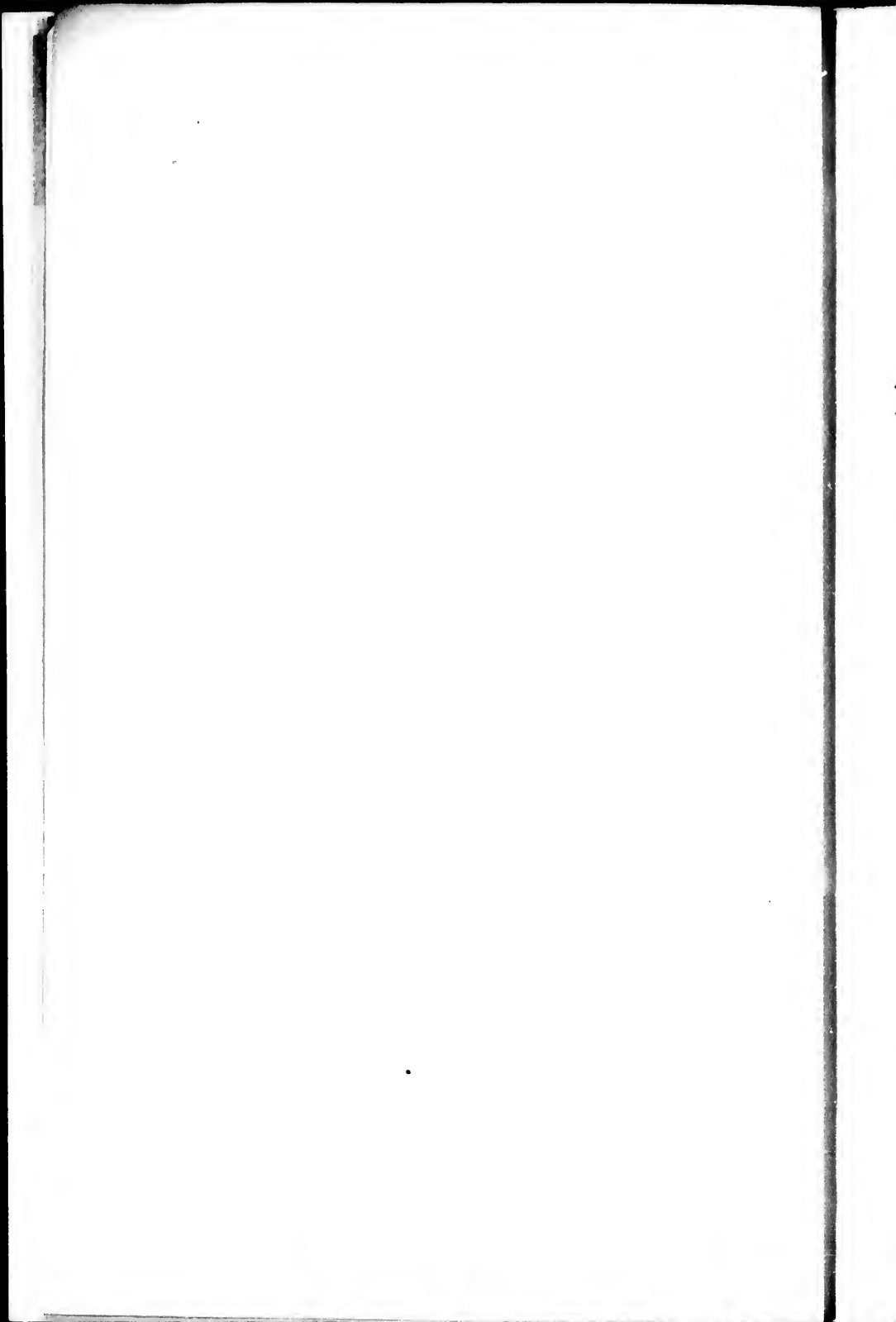
Much labor has been bestowed upon the accompanying map, to make it as accurate as the best available sources of information would admit. No doubt errors and omissions may be found on it; but it is believed they are not of a character to affect its general correctness, or usefulness, for the purposes of the present celebration.

Free use has been made of an article on "Boston as a Commercial Metropolis in 1850," by E. H. Derby, Esq., and originally published in Hunt's Merchants Magazine for November, 1850.

At the close of the pamphlet, important conclusions are drawn from the facts it contains, and to these conclusions, with accompanying summary statements, it is hoped by the Committee, that special attention will be directed.

E. S. CHESBROUGH, *City Engineer.*

Boston, September 17th, 1851.



RAILWAYS AND STEAMERS.

“The growth of Boston and her environs, has been more rapid during the past ten years, than in any previous decade. The South has ascribed her progress principally to cotton mills. In common with commerce, the fisheries, and other manufactures, these have doubtless contributed to her increase; but the cotton business grew more rapidly in the preceding ten years, and is now less important than the manufactures of leather.”

“The principal cause has undoubtedly been the construction of railways, and the establishment of a semi-monthly steamer line to Europe. These have given great facilities to her commerce, enlarged her market, attracted merchants, stimulated every branch of manufacture, created a demand for houses and stores, and advanced the value of real estate. September 30th, 1839, there were but one hundred and sixty-seven miles of railway radiating from Boston.” In 1851, Boston is wedded to more than one thousand miles of railway in Massachusetts, more than eighteen hundred in the five other States of New England, and six hundred and fifty more in New York. “In all, three thousand miles. In September, 1839, her railway horizon was bounded by Salem, Bradford, Nashua, and Providence. It now encircles a web spreading over Massachusetts, and extends to the Kennebec, the St. Lawrence and the Lakes. This great system of railways has been principally planned and directed by her sagacity. Boston invested largely in lines to the North, and in distant railways,—the Michigan Central, Mad River, Reading and Wilmington; and she also expended five millions in an aqueduct, and as much more on factory cities. The aqueduct has been in operation three years. Her last investments promise to be remunerative, and will bring with them a strong current of trade from newly acquired territory. Railroads have become the great interest of Boston, and her investment in them exceeds fifty millions of dollars.

NAMES, LENGTH, AND COST, OF NEW ENGLAND
RAILROADS.

Names of Railways.	No. of miles in operation, including branches.	No. of miles in course of construction.	Costs.
--------------------	---	--	--------

MAINE.

Androscoggin,		36	
Androscoggin and Kennebec,	55		\$1,621,878
Atlantic and St. Lawrence,	70	86	1,500,000
Bangor and Piscataquis,	12		350,000
Buckfield Branch,	13		370,000
Calais and Baring,	6		100,000
Kennebec and Portland,	54	15	1,000,000
Machias Port,	8		100,000
Portland, Saco and Portsmouth,	52		1,293,640
York and Cumberland,	11	42	360,000

NEW HAMPSHIRE.

Ashuelot,	24		510,000
Boston, Concord and Montreal,	76	17	1,567,073
Cheshire,	54		2,584,143
Cochecho,	18		500,000
Concord,	35		1,385,788
Concord and Claremont,	26	24	560,624
Contocook Valley,	14		219,450
Eastern, (included in Eastern (Mass.) Railway Company, operated by the latter Com- pany.)			

Great Falls,	3		\$ 60,000
Great Falls and Conway,	12		300,000
Manchester and Lawrence,	26		717,543
New Hampshire Central,	26		600,000
Northern,	82		3,016,634
Portsmouth and Concord,	23	17	850,000
Sullivan,	25		673,500
Wilton,	11		600,000

VERMONT.

Bennington Branch,		6	100,000
Connecticut and Passumpsic,	60	54	1,500,000
Rutland and Burlington,	119		3,455,256
Rutland and Washington,	10		250,000
Troy and Rutland,		55	550,000
Vermont Central,	115		5,081,767
Vermont and Canada,	38		1,200,000
Vermont Valley,	24		500,000
Western Vermont,		53	530,000

MASSACHUSETTS.

Berkshire,	21		600,000
Boston and Lowell,	28		1,945,647
Boston and Maine,	83		4,021,607
Boston and Providence,	53		3,516,233
Boston and Worcester,	69		4,882,648
Cape Cod Branch,	29		626,543
Connecticut River,	52		1,798,825
Dorchester and Milton,	3		128,172
Eastern, (including Eastern (N. H.) which is operated by the former.)	75		3,624,152
Essex,	21		537,869
Fall River,	42		1,068,167
Fitchburg,	66		3,552,283
Fitchburg and Worcester,	14		259,074
Grand Junction,	6		763,844

Harvard Branch,	1	26,213
Lexington and West Cambridge,	7	242,161
Lowell and Lawrence,	12	333,254
Nashua and Lowell,	15	621,215
New Bedford and Taunton,	21	498,752
Newburyport,	9	106,825
Norfolk County,	26	1,060,990
Old Colony,	45	2,293,535
Peterboro' and Shirley,	14	272,647
Pittsfield and North Adams,	18	443,678
Providence and Worcester,	43	1,824,797
Salem and Lowell,	17	316,943
South Reading Branch,	8	231,601
South Shore,	11	420,434
Stockbridge and Pittsfield,	22	448,700
Stoney Brook,	13	265,527
Stoughton Branch,	4	93,433
Taunton Branch,	12	307,136
Troy and Greenfield,	67	
Vermont and Massachusetts,	77	3,406,244
Western,	156	9,963,709
West Stockbridge,	3	41,516
Worcester and Nashua,	46	1,410,198

RHODE ISLAND.

Plainfield and Providence,	30	
Providence and Stonington,	50	2,614,484

CONNECTICUT.

Collingsville Branch,	11	275,000
Hartford and New Haven,	62	1,650,000
Hartford, Providence and Fishkill,	32	1,500,000
Housatonic,	110	2,500,000
Housatonic Branch,	11	275,000
Middletown Branch,	10	250,000
Naugatuc,	62	2,000,000

6,213	New Haven and Northampton,	45	\$1,500,000
2,161	New London, Willimantic and		
3,254	Palmer,	66	1,250,000
1,215	New London and New Haven,	55	
8,752	New York and New Haven,	76	3,700,085
6,825	Norwich and Worcester,	66	2,598,514
0,990	Stonington and New London,	10	
3,535			
2,647	Total in Connecticut,	551	65 \$17,498,599
3,678			
4,797			
6,943			
1,601			
0,434			
8,700			
5,527			
3,433			
7,136			

RECAPITULATION.

States.	No. of Roads including Branches.	No. of Miles in operation.	No. of Miles in course of construction.	Cost.
Maine,	10	281	179	\$6,695,518
New Hampshire,	16	455	58	14,145,755
Vermont,	9	366	168	13,467,013
Massachusetts,	37	1142	67	51,884,572
Rhode Island,	2	50	30	2,614,484
Connecticut,	13	551	65	17,498,599
	87	2845	56	\$106,305,941

14,484

75,000
50,000
00,000
00,000
75,000
50,000
00,000

TABLE, showing the GROSS RECEIPTS and the NUMBER OF PASSENGERS on the *Massachusetts Railroads*, for the years 1848, 1849 and 1850.

Names of Roads.	Gross Receipts.			Number of Passengers.		
	1848.	1849.	1850.	1848.	1849.	1850.
Western, - - - - -	\$ 1,332,068	\$ 1,343,810	\$ 1,369,514	405,610	435,800	467,986
Boston and Worcester, - - - - -	716,384	703,361	759,947	807,140	959,560	1,001,989
Boston and Maine, - - - - -	511,628	522,336	594,963	1,057,570	1,205,000	1,221,071
Eastern, - - - - -	479,158	517,929	539,076	1,021,170	1,049,110	1,006,552
Fitchburg, - - - - -	486,266	493,060	551,607	745,830	875,410	1,080,286
Boston and Providence, - - - - -	354,375	354,332	370,727	569,130	573,360	591,949
Cheshire, - - - - -	80,034	172,107	208,414	40,090	94,990	118,952
Norwich and Worcester, - - - - -	218,073	236,198	261,259	151,100	172,000	177,603
Old Colony, - - - - -	227,350	275,067	296,171	552,200	773,120	684,263
Boston and Lowell, - - - - -	461,339	416,488	406,421	525,760	593,830	538,993
Providence and Worcester, - - - - -	193,844	217,254	202,751	305,480	306,740	305,938
Connecticut River, - - - - -	165,242	192,072	191,537	299,870	325,520	305,900
Fall River, - - - - -	184,344	174,043	210,081	241,110	252,770	273,957
Nashua and Lowell, - - - - -	169,187	156,435	129,617	254,970	258,860	261,459
Cape Cod, - - - - -	35,635	51,282	56,856	58,800	66,820	69,311
New Bedford and Taunton, - - - - -	136,152	134,390	144,473	94,550	97,740	104,591
Pittsfield and North Adams, - - - - -	28,320	31,358	32,605	33,370	34,010	28,485
Lowell and Lawrence, - - - - -	20,744	42,533	38,758	68,660	131,600	99,202
Taunton Branch, - - - - -	108,701	108,398	114,466	101,460	100,290	106,886
Vermont and Massachusetts, - - - - -	145,118	177,695	177,695	146,300	146,300	168,054
Worcester and Nashua, - - - - -	108,126	144,439	144,439	145,400	145,400	186,723
Norfolk County, - - - - -	26,250	57,841	57,841	35,000	35,000	64,592
Salem and Lowell, - - - - -	- - - - -	15,505	15,505	- - - - -	- - - - -	11,687
Fitchburg and Worcester, - - - - -	- - - - -	21,431	21,431	- - - - -	- - - - -	41,528
South Reading Branch, - - - - -	- - - - -	9,124	9,124	- - - - -	- - - - -	36,624
Total, - - - - -	\$ 5,908,144	\$ 6,421,947	\$ 6,903,328	7,333,870	8,633,230	8,973,681

S T E A M E R S .

"The following tables, carefully prepared from official documents, will show the amount of freight business, which has been done by the British Cunard line of Steamships, from the time when the line commenced running to Boston, in 1840, to the first of January last."

"The original design contemplated little beyond the transportation of the mails and passengers. Hence, the freights were very small during the first year, and the duties trifling. From the small amount paid in 1840, namely, 2,928 dollars, the duties have swelled to 1,322,383 dollars,—the amount paid last year. The smallest amount ever paid by any one steamer, was 29 dollars and 38 cents only, by the Acadia, on her first trip in 1840. The largest amount was paid by the America, in February, 1850, namely, 217,483 dollars. There have been eight arrivals which paid over 100,000 dollars and three which have paid over 200,000 dollars each. The Hibernia, the Cambria, and the Caledonia, have each paid over a million of dollars revenue to the government. It is probable that during the whole time, the steamers have brought to Boston, 12,000 passengers."

T A B L E ,

Showing the number of trips made by each steamer annually, from 1840 to 1851, and the amount of duties paid by each, during the year.

Duties Paid.	Year.	No. of Trips.	Amounts
By the Acadia,	1840,	3	\$1,473.06
Britannia,		3	864.17
Caledonia,		2	591.76
Acadia,	1841,	5	21,312.94
Britannia,		5	14,592.32

41,528					
36,624					
21,431					
9,124					
\$ 5,908,144	\$ 6,421,947	\$ 6,903,328	7,333,870	8,633,230	8,973,681
Total,					

Fitchburg and Worcester,
South Reading Branch,

Duties Paid.	Year.	No. of Trips.	Amount.
By the Caledonia,	1841,	5	\$16,925.37
Columbia,		6	20,978.60
Acadia,	1842,	4	21,417.48
Britannia,		6	46,415.32
Caledonia,		4	23,492.65
Columbia,		4	29,649.22
Acadia,	1843,	5	133,617.53
Britannia,		3	103,817.84
Caledonia,		5	132,845.24
Columbia,		2	33,932.11
Hibernia,		5	236,359.33
Acadia,	1844,	5	198,511.04
Britannia,		5	186,289.29
Caledonia,		5	172,900.68
Hibernia,		5	358,497.29
Acadia,	1845,	2	93,510.05
Britannia,		4	152,262.38
Caledonia,		4	127,547.78
Cambria,		6	361,598.42
Hibernia,		4	288,074.12
Acadia,	1846,	1	26,860.36
Britannia,		4	149,351.23
Caledonia,		5	171,701.50
Cambria,		5	351,679.23
Hibernia,		5	348,139.34
Acadia,	1847,	1	37,546.12
Britannia,		4	161,910.70
Caledonia,		4	146,164.07
Cambria,		5	382,946.35
Hibernia,		6	471,404.54
Acadia,	1848,	5	134,963.59
Britannia,		4	105,627.12
Caledonia,		3	79,312.83
Cambria,		2	70,473.14
Hibernia,		2	71,954.31

ount.	Duties Paid.	Year.	No. of Trips.	Amount.
925.37	By the Niagara,		4	\$142,930.06
978.60	America,		1	15,200.60
417.48	Europa,		1	28,716.85
415.32	America,	1849,	4	252,791.93
492.65	Caledonia,		5	138,180.56
649.22	Cambria,		4	199,789.97
617.53	Canada,		1	40,426.91
817.84	Hibernia,		2	62,522.08
845.24	Niagara,		2	172,034.27
932.11	Europa,		4	95,962.79
859.33	America,	1850,	4	380,980.95
511.04	Asia,		2	131,827.20
289.29	Cambria,		3	81,275.75
900.68	Canada,		4	93,492.15
497.29	Hibernia,		3	83,432.10
510.05	Niagara,		3	444,795.65
262.38	Europe,		2	106,579.50

SUMMARY OF THE FOREGOING TABLE.

Year.	Trips Made.	Duties Paid.
In 1840,	8	\$ 2,928.99
In 1841,	21	73,809.23
In 1842,	18	120,974.67
In 1843,	20	640,572.05
In 1844,	20	916,198.30
In 1845,	20	1,022,992.75
In 1846,	20	1,047,731.75
In 1847,	20	1,199,971.78
In 1848,	22	649,178.50
In 1849,	22	961,708.51
In 1850,	21	1,322,383.30
	212	\$7,958,449.83

TABLE OF DISTANCES.

FROM LIVERPOOL, VIA HALIFAX.

To Halifax by Steamer,	- - -	2,500 miles.
Quebec (via proposed Railroad from Halifax)	- - -	3,135 "
Melbourne,	- - - - -	3,225 "
Montreal,	- - - - -	3,300 "
Toronto,	- - - - -	3,620 "
Detroit,	- - - - -	3,870 "
Chicago,	- - - - -	4,150 "
Galena,	- - - - -	4,333 "

FROM LIVERPOOL, VIA BOSTON.

To Boston by Steamer,	- - - - -	2,900 miles.
Montreal by Railroad from Boston,	- - - - -	3,226 "
Albany	" " " - -	3,100 "
Buffalo, by Railroad from Albany,	- - - - -	3,421 "
Detroit, through Rochester, Niagara and London, (C. W.)	- - - - -	3,671 "
Cleveland, by Railroad through Albany, and Buffalo,	- - - - -	3,596 "
Chicago, via Cleveland,	- - - - -	3,947 "
Galena,	- - - - -	4,130 "
Cincinnati, via Buffalo, Cleveland and Columbus,	- - - - -	3,852 "
St. Louis, via Cleveland, Bellefontaine and Indianapolis,	- - - - -	4,097 "

FROM LIVERPOOL, VIA NEW YORK.

To New York by Steamer,	- - -	3,100 miles.
Albany, (by Hudson River Railroad)	- - -	3,244 "
Montreal, by shortest proposed route,	- - -	3,475 "
Buffalo, via Albany,	- - - - -	3,565 "
Detroit, via Albany, Niagara and London (C. W.)	- - - - -	3,815 "

To Cleveland, via Philadelphia and Pittsburg (shortest route,) - - - -	3,683 miles.
Chicago, via Cleveland, - - - -	4,034 "
Galena, - - - - -	4,217 "
Cincinnati, via Philadelphia, and proposed Railroad through Wheeling, between Pittsburg and Columbus, -	3,854 "
St. Louis, via Pittsburg and Bellefontaine, - - - - -	4,139 "

NOTE. In the Report to the Stockholders of the East Boston Company, received after the above table was prepared, the Agent of the Cunard line of Steamships, gives the distances from Liverpool, by Steamer, as follows, viz:

To Halifax, - - - - -	2,508 miles.
To Boston, direct, - - - - -	2,856 miles.
To New York, direct, - - - - -	3,073 miles.

Were these distances adopted, instead of those in the table, the comparison would be still more favorable to Boston.

The following statistics were taken by the Day and Night Police force, on Saturday, September 6th, 1851, under the direction of the City Marshal. The force, consisting of 55 men, was stationed at 6½ o'clock, A. M., and continued without intermission to keep regular count, until 7½ P. M.

The vehicles which entered the City by the various routes not including those that came from East or South Boston, numbered 6,626. The number that went out, 7,063.

The number of Railway Passenger Trains, which entered the City, was 116. The number that went out, 120. The number of Freight Trains, which entered, was 39. The number that went out, 38. Total Passenger and Freight Trains, 313.

41,729 persons came into the City, and 42,313 persons went out, as follows :

	CAME IN.	WENT OUT.
By Passenger Trains,	11,963	12,952
Freight Trains, -	308	307
Vehicles, - -	14,942	15,964
On Foot, - - -	14,310	12,887
On Horseback, - -	127	124
With Handcarts, - -	79	79
Total,	42,313 persons.	41,729 persons.

FOREIGN COMMERCE.

YEAR.	FOREIGN ARRIVALS.	IMPORTS.	EXPORTS.	DUTIES.
1842	1,738	\$12,633,713	\$7,226,104	\$2,780,186
1843	1,716	20,662,567	7,265,712	3,491,019
1844	2,174	22,141,788	8,294,726	5,934,945
1845	2,305	21,591,877	9,370,851	5,249,634
1846	2,090	21,284,800	8,245,524	4,872,570
1847	2,739	28,279,651	12,118,587	5,448,362
1848	3,009	23,388,475	10,001,819	4,908,872
1849	3,111	24,117,175	8,843,974	5,031,995
1850	2,885	29,909,376	9,332,306	6,127,817

SHIPPING OF BOSTON.—TONNAGE.

YEAR.	REGISTERED.	ENROLLED.	TOTAL.
1842	157,116	36,385	193,502
1843	165,482	37,116	202,599
1844	175,330	35,554	210,885
1845	187,812	37,290	228,103
1846	192,879	42,185	235,064
1847	210,775	44,038	254,812
1848	232,769	45,100	277,869
1849	247,336	45,123	292,459
1850	270,710	42,482	313,192

FISHERIES.

In 1849, 204,000 barrels of Whale and Sperm Oil, three-fifths of the entire Fishery of the Union, were brought into Massachusetts; also, 231,856 barrels of Mackerel. A large portion of these imports find their way to Boston.

For more than a century, Boston has been the chief mart for the sale of dried Fish, and a large proportion of the Fishermen engaged in both the Cod and Mackerel fishery, resort to Boston, for outfits and sales.

CATTLE TRADE.

Large sales of Live Stock are made weekly at Brighton, near Boston, brought principally from other States by Railway. Many Horses are also brought by the same conveyance. Cattle are killed in the environs.

SALES AT BRIGHTON FOR 1849.

Beef Cattle, - -	46,465	||	Amount of sales,	\$1,765,670
Store Cattle, - -	20,085	||	" "	482,040
Sheep, - - - -	148,965	||	" "	297,910
Swine, - - - -	80,120	||	" "	430,645
Total Value, - - -				<u>\$2,976,265</u>

Another large Market for Cattle and other Live Stock, is now held weekly at Cambridge. The Live Stock offered for sale at this Market for 1849 was as follows,—56,144 Cattle, 168,224 Sheep, 7,678 Swine, and 1,245 Horses.

Large quantities of Pork in bulk are in the winter conveyed by railway to Boston from the interior of New York. In the year ending September 1, 1850, 37,778 whole hogs were thus transported.

EXPANSION OF BOSTON.

“A peninsula less than one square mile in extent was soon found insufficient for Boston; and the State annexed to her Dorchester Point, a peninsula containing six hundred acres. To this she is wedded by four bridges. At a latter period, ferries were established to Noddle’s Island, an area of six hundred acres, and this island now forms a ward of the city. Some hundred acres have also been reclaimed from the sea; but these narrow limits, less than two miles square, prove entirely inadequate, and have been long exceeded.”

“The population of Boston outside of her chartered limits, already equals the population within. We should do injustice to Boston, were we to confine her to such narrow bounds, or within such arbitrary lines. Her true limits as a commercial metropolis, are those marked out by her business men for their stores, piers, shops and dwellings—the space occupied by those who resort daily to her banks and warehouses, or meet at her exchange. How is it with her sister cities? Philadelphia, by the last census, embraced within her chartered limits less than half her inhabitants; the residue were diffused through the extensive districts of Spring Garden, Moyamensing, and Northern Liberties. She virtually extends, under different charters, from Richmond, six miles down the Delaware.”

“New York reaches fourteen miles from King’s Bridge to the Battery.”

“New Orleans embraces three distinct municipalities, on the crescent of the Mississippi.”

“London, the queen of commerce, contains but six hundred acres, and less than one hundred and thirty thousand people in her chartered limits; but her streets stretch eight miles on the Thames. Within her metropolitan districts are eighteen square miles of buildings and three millions of people.”

“Boston, with less scope than New York, has, like New Orleans, Philadelphia and London, overstepped her sea girt isles. She has attached herself to the main by one wide natural avenue, the Neck, paved and planted with trees; by one granite structure, the Western Avenue, a mile and a half in length; by six bridges, seven railways, and three ferries, one terminating in a railway. Seven railways branch into sixteen, and ten avenues divide into thirty within the first nine miles from her Exchange. These diverge like a fan, and on the streets thus made is found a large population under separate municipalities. As land rises in value, hotels, offices, and blocks of stores usurp the place of dwellings. The old residents, leaving the low and reclaimed land to foreign laborers, plant themselves in the suburbs. There they build tasteful houses, with flower plats and gardens; availing of the frequent omnibuses, or of special trains, run almost hourly, and commuting for passage at \$20 to \$40 a year, they reach their stores and offices in the morning, and at night sleep with their wives and children in the suburbs. No time is lost, for they read the morning and evening journals as they go and return. Some of the wards appropriate for stores thus rise in value, but diminish in population. The suburbs extend, and the commercial community grows in a widening semicircle.”

Dr. Lardner well remarks in his late treatise on railways, “The population of a great capital is condensed into a small compass, by the difficulty and inconvenience of passing over long distances; hence has arisen the densely populated state of great cities like London and Paris. If the speed, by which persons can be transported from place to place be doubled, the same population can, without inconvenience, be spread over four times the area; if the speed be tripled, it may occupy nine times the area.”

“Boston, the first of our American cities to adopt improved modes of locomotion—instance her early Stages, her Middlesex Canal, and Quincy Railway,—is entitled to avail of these laws of science, and in computing her population and wealth,

should embrace the surrounding districts within nine miles, or half an hour's distance, equivalent to a two miles' walk from her exchange."

TABLE OF INCREASE OF POPULATION AND WEALTH OF BOSTON AND VICINITY.

The following table exhibits the population and wealth of the metropolitan district of Boston, by the census and valuation of 1850 and 1840, with the growth of each.

This district is sixteen miles in length, by nine and a half average width; about one fourth of it is occupied by water, marsh, or rocky hills, too steep for building.

Name of District.	Distance from Exchange.	Population by State Census, 1840.	Population by U. States Census, 1840.	Population by State Census, 1850.	Assessed Valuation, 1840.	Assessed Valuation, 1850.
Boston,		83,979	93,383	138,788	\$ 94,581,600	\$ 179,525,000
Roxbury,	2	8,310	9,087	18,316	3,257,503	13,712,800
Charlestown,	2	10,872	11,484	15,933	4,033,176	8,862,250
Cambridge,	3	8,127	8,409	14,825	4 479,501	11,434,458
Brookline,	3	1,123	1,365	2,353	743,963	5,332,000
Chelsea,	3	2,182	2,390	6,151	696,781	3,472,650
Dorchester,	4	4,458	4,875	7,578	1,691,245	7,199,750
Malden,	4	3,027	3,351	5,017	586,136	1,461,436
Medford,	4	2,275	2,478	3,581	1,095,195	2,128,470
Brighton,	5	1,405	1,425	2,253	458,485	1,146,212
Somerville,	5	new	new	3,110	new	2,778,125
West Cambridge,	5	1,338	1,363	2,120	472,423	2,330,281
North Chelsea,	5	new	new	819	new	772,000
Melrose,	5	new	new	1,190	new	483,419
Watertown,	6	1,896	1,810	2,592	973,835	2,614,100
Winchester,	6	new	new	1,320	new	866,432
Stoneham,	6	1,097	1,017	2,043	217,960	539,000
Milton,	7	1,684	1,822	2,222	663,247	1,200,800
Woburn,	7	2,931	2,993	3,788	987,388	2,241,144
Quincy,	8	3,309	3,486	4,958	912,105	2,200,000
Saugus,	8	1,212	1,098	1,505	208,856	359,305
Dedham,	9	3,157	3,290	4,379	1,218,548	3,509,180
Newton,	9	3,027	3,351	5,017	897,255	3,793,083
Waltham,	9	2,593	2,504	4,483	1,069,171	2,973,750
Lexington,	9	1,559	1,642	1,920	561,549	1,469,551
Lynn,	9	9,075	9,367	13,613	1,319,656	4,191,648
		158,546	171,992	269,874	\$ 120,114,574	\$ 266,646,844

CITY TAXES.

The Amount Assessed for Taxes has been as follows :—

YEARS.	AMOUNT OF TAX ASSESSED.*	RATE ON \$1,000.	PROPERTY ASSESSED.
1840	\$546,742	\$5.50	\$94,581,600
1841	616,412	6.00	98,006,600
1842	637,779	5.70	105,723,700
1843	712,379	6.20	110,056,000
1844	744,210	6.00	118,450,300
1845	811,338	5.70	135,948,700
1846	931,998	6.90	141,839,600
1847	1,014,674	6.00	162,360,400
1848	1,131,821	6.50	167,728,000
1849	1,174,715	6.50	174,180,200
1850	1,236,030	6.80	179,525,000
1851†	1,350,000	7.00	187,000,000

*The amount of tax assessed includes the Poll Tax. †Approximately.

Number of Polls, and State Valuation of Personal and Real Estate in Massachusetts, for the years 1840 and 1850.

COUNTIES.	VALUATION OF 1840.		VALUATION OF 1850.	
	POLLS.	PROPERTY.	POLLS.	PROPERTY.
Suffolk,	19,078	\$110,000,000.00	33,705	\$217,587,172.00
Essex,	24,006	31,110,204.00	30,816	56,556,466.89
Middlesex,	28,045	37,592,082.00	39,819	83,264,719.50
Worcester,	25,859	29,804,316.00	34,671	55,497,794.00
Hampshire	7,934	7,298,351.00	8,855	13,331,240.00
Hampden,	9,935	10,188,423.71	13,439	22,621,220.77
Franklin,	7,500	6,548,694.00	7,866	11,211,309.00
Berkshire,	10,911	9,546,926.76	12,264	17,197,607.00
Norfolk,	14,041	15,522,527.00	19,630	47,034,521.56
Bristol,	14,821	19,493,685.84	18,382	39,243,560.00
Plymouth,	12,140	10,694,719.00	14,410	19,200,668.00
Barnstable,	8,002	4,896,683.00	8,101	8,897,349.74
Dukes Co.,	1,104	1,107,343.00	1,162	1,698,005.00
Nantucket,	2,532	6,074,374.00	2,019	4,595,362.00
Total,	185,908	\$299,878,329.31	245,142	\$597,936,995.46

MANUFACTURES OF MASSACHUSETTS.

The products of the principal branches in 1845 were,—

Miscellaneous, - - - -	\$19,357,000
Boots, Shoes and Leather, - -	18,635,000
Cotton Goods, (817,473 spindles) -	12,193,000
Woolen and Worsted Goods, - -	10,366,000
Manufactures of Wood including ships and carriages, - - - -	11,596,000
Manufactures of Metals, Tools, &c., -	8,024,000
Oil, Candles and Soap, - - -	4,931,000
Hats, Caps and Bonnets, - - -	2,384,000
Paper, - - - -	1,750,000
Cordage, - - - -	906,000
Glass, - - - -	758,000
<hr/>	
Total, - - - -	\$91,000,000

No valuation of the same products has been taken since 1845, but it is believed their increase since that time, is not less than 30 per cent.

STATEMENT, showing the Progress of Agricultural Imports into the United States from Canada, by Inland Ports, for the years 1840, 1845, 1849, and up to September 30th, 1850, distinguishing the articles.

ARTICLES.	1840		1845.		1849.		Three Quarters of 1850.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Products of Agriculture.								
Pork, salted and fresh,	553	\$ 27		\$	5,940	\$ 658	4,656	\$ 802
do do do					44		87	
Beef, do do do	829	29			1,620	7,115	5,230	2,649
do do do					4,465		806	
Butter,	260	21	819	92	550,856	43,554	272,610	29,408
Wool,	254	30	60,843	5,437	497,539	46,431	365,151	51,459
Hides and Skins,		3,850	1,482	2,409	98,615	14,671	86,993	10,253
Hams, shoulders, and bacon,			5,240	234	90,768	4,487	77,071	2,361
Eggs,							176,886	9,391
Poultry,							54	
Horses,	8	575	445	12,806	4,935	135,577	4,754	156,804
Horned Cattle,			110	1,326	16,385	53,978	5,391	51,512
Flour of Wheat,	1	4	5	14	221,422	812,141	192,039	716,590
do do					1,000		4,268	
Wheat,	286	268	135	125	830,419	573,172	647,934	647,934
Rye,							746	
do			7	3	22,105	8,696	49	1,617
Barley, pearl and malt,	30	26	4,301	1,342	22,105	3,366	58,898	23,266
Oats and Oatmeal,	73	57	69	6,822	6,822	83,883	445,822	85,048
do do	9		11	52	1,246		269	
Peas and Beans,			33	16	74,785	36,650	30,308	18,379
Potatoes,	10	10	1,564	219	9,665	2,886	12,927	3,079
Clover and Grass Seed,	307	307	6,814	18,167	22,664	18,167	19,505	47,833
Flax Seed,			2,244	1,150	5,017	3,365	1,631	2,251
Total value in the years,	1840	\$ 5,204	1845	\$ 28,936	1849	\$ 1,848,797	1850	\$ 1,860,633

STATEMENT of the aggregate value of Imports into the United States from Canada, as entered in the Custom House Books, at the following ports of entry, for the year ending December 31st, 1850.

District and Port of Chicago, - - -	\$ 4,345
District and Port of Detroit, - - -	103,556
District of Miami and Port of Toledo, - -	16,771
District and Port of Sandusky, - - -	31,452
District of Cuyahoga and Port of Cleveland, -	237,177
District of Presque Isle and Port of Erie, -	2,831
District and Port of Buffalo Creek, - -	446,900
District of Niagara and Port of Lewiston, -	61,807
District of Genesee and Port of Rochester, -	100,189
District and Port of Oswego, - - -	2,087,622
District and Port of Sackett's Harbor, - -	26,137
District and Port of Cape Vincent, - -	53,079
District of Oswegatchie and Port of Ogdens- burg, - - - - -	211,925
District of Champlain and Port of Plattsburg,	314,555
District of Vermont and Port of Burlington, -	821,094
District of Bath, in Maine, including line of Canada Railroad, - - - - -	4,866
Total, - - - - -	<u>\$4,524,306</u>

COMMERCE OF CANADA, 1850.

	EXPORTS.	IMPORTS.
Great Britain,	\$ 6,085,119.05	\$ 9,631,920.80
North American Colonies, .	808,776.25	385,619.90
British West Indies,	8,376.00	4,451.85
United States of America, .	4,951,159.58	6,594,860.48
Other Foreign Countries, . .	108,281.27	365,215.67
Total,	<u>\$11,961,712.15</u>	<u>\$16,982,068.70</u>

CONCLUSIONS AND SUMMARY STATEMENTS.

An inspection of the foregoing tables and statements, will show that Massachusetts has, up to this time, constructed 1,150 miles of Railroad at a cost of \$52,000,000; and the other New England States have constructed over 1,700 miles more, at a cost of \$55,000,000. To these might be added the Northern N. Y. (or Ogdensburg) Railroad, which is virtually a New England road, making a total of about 3,000 miles of Railroad, constructed at a cost of upwards of \$110,000,000.

The gross earnings in 1850 of all the Railroads in Massachusetts, and of those that are partly in Massachusetts and partly in adjoining States, were \$6,903,328. The net earnings during the same time, were \$3,480,347. The cost of these Roads was \$53,264,000. The net income was therefore more than 6 per cent. on the total cost.

The number of passengers transported over these Roads during the same time was 8,973,681, which gives an average of 28,761 a day for 312 days.

The annual amount of duties paid on freight brought by the Cunard Steamers to Boston, shows a constant yearly increase from \$73,809, in 1841, to \$1,322,383, in 1850, except for the year 1848, when the New York freight by the Steamers ceased to pass through Boston, and the amount of duties declined from \$1,199,972 to \$649,178.

Assuming Liverpool as the starting point from Europe, for the trade of the Canadas and the Great West, the "Table of Distances" shows that Boston is on the shortest route, for a very extensive territory, including the cities of Montreal, Albany, Buffalo, Cleveland, Kingston, Toronto, Detroit, Chicago, St. Louis and Galena. If the exact distances across the Atlantic given by the Agent of the Cunard Line, and the improvements they are making between Albany and Buffalo, by which it is said the present travelled route will be shortened 30 miles, even Cincinnati will be 50 miles nearer Liverpool through Boston, than through any other important seaport.

the
House
ending

4,345
3,556
6,771
1,452
7,177
2,831
6,900
1,807
0,189
87,622
26,137
53,079

11,925
14,555
21,094

4,866
24,306

TS.

920.80
619.90
451.85
860.48
215.67

068.70

If Cincinnati be nearer, it follows that every other point below on the Ohio River must be. These are natural advantages, which an accurate knowledge of the geographical position of Boston, and of the topographical features of the territory embraced in this comparison, will show, can never be taken from this City.

As Steamers on the Ocean, and Railways on Land, are now the modes which must be adopted by all who would compete successfully for the commerce of Great Britain, and this Country, nothing but a failure of that enterprize which has ever characterized this City, can prevent Boston from securing her full share.

The Foreign Commerce of Boston, including exports and imports, has increased from \$19,859,817 in 1842, to \$39,241,682 in 1850. Its Shipping increased during the same time from 193,502 tons to 312,192 tons.

The expansion and growth of population and wealth of Boston, and the neighboring towns in which the families of so many of her business men reside, has been very remarkable during the last ten years. In 1840, the population of this district was, by the State Census, 158,546; by the same Census in 1850, it was 269,874. The assessed valuation in 1840 was \$120,114,574, in 1850 it was \$266,646,844. This population and wealth must preserve to Boston her station among the three first cities of the Union.

The rapid growth of Boston and vicinity has not been at the expense of the rest of the State; for the population of Massachusetts has increased from 737,700 in 1840 to 94,8665 in 1850, by the U. S. Census; and her property valuation from \$229,928,399 to \$597,936,995, or about double.

The imports from Canada, by Inland Ports into this Country, have increased in value from \$5,204 in 1840 to 1,860,636, for three quarters of 1850, or to about \$2,500,000 per annum. If this remarkable increase took place before our Railway system reached the Canadas, what may not be expected now that it is completed and in operation both to Montreal and to Ogdensburg?

On the accompanying map will be found a plan of "Boston Harbor and Railroad Termini." An inspection of it will show how all the Railroads entering the City, have been, or may be, connected by means of the Grand Junction Railroad, and the proposed Horse Track along the heads of the wharves in the City Proper. As the increasing commerce of the City will require enlarged wharf facilities, this plan will show the extent of water front, partially or wholly unoccupied, in South and East Boston, in both of which it is proposed to extend greatly the lines of wharves and docks, so that the accommodations for shipping may be kept equal to the greatest probable demand. The Harbor of Boston has sufficient water front susceptible of improvement, to accommodate all the shipping of the Union.

RAILROAD CELEBRATION

Upon the completion of the various lines of Railway, which connect the Canadas and the Great West, with the Tide Water at Boston.

NAMES OF THE SPECIAL COMMITTEE OF THE CITY COUNCIL.

From the Board of Mayor and Aldermen.

Hon. John P. Bigelow,
Messrs. Henry B. Rogers,
Billings Briggs,
Moses Grant,
Henry M. Hollbrook,

Messrs. Abel B. Munroe,
Moses Kimball,
Calvin W. Clark,
Benjamin Smith,

From the Common Council.

	Francis Brinley, Esq., President.			
Messrs.	Charles H. Stearns,	-	-	of Ward 1.
	James B. Allen,	-	-	" " 2.
	Hiram Bosworth,	-	-	" " 3.
	Henry J. Gardner,	-	-	" " 4.
	Benjamin Beal,	-	-	" " 5.
	John P. Putnam,	-	-	" " 6.
	James W. Sever,	-	-	" " 7.
	Daniel N. Haskell,	-	-	" " 8.
	Newell A. Thompson,	-	-	" " 9.
	Ezra Lincoln,	-	-	" " 10.
	Albert T. Minot,	-	-	" " 11.
	Josiah Dunham, Jr.,	-	-	" " 12.
	Otis Kimball,	-	-	" " 10.

List of Sub-Committees.

Committee on Circular.—Alderman Rogers—Messrs. Sever and Putnam.

To arrange for a meeting of the Merchants. Alderman Holbrook—Messrs. Sever and Gardner.

On Invitation and Reception. The Mayor—President of the Common Council, Aldermen Holbrook and Briggs—Messrs. Lincoln, Putnam, Haskell, Minot, Thompson, Sever, Kimball.

On Escort. Aldermen Kimball and Munroe—Messrs. Brinley, Dunham, Stearns, Beal, Allen, Haskell.

On Dinner. The Mayor—Aldermen Smith and Munroe—Messrs. Thompson, Beal, Allen and Dunham.

On Railroad Maps. Alderman Kimball—Messrs. Lincoln and Minot.

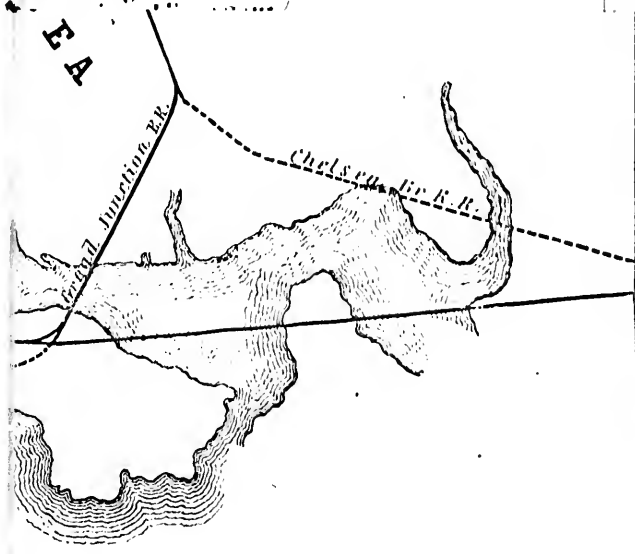
Harbor Excursion. The Mayor—Alderman Grant—Messrs. Gardner, Kimball, Bosworth, Lincoln and Beal.

Fire Works. Aldermen Briggs and Clark—Messrs. Haskell, Lincoln and Thompson.

Visit to Institutions. The whole Committee.

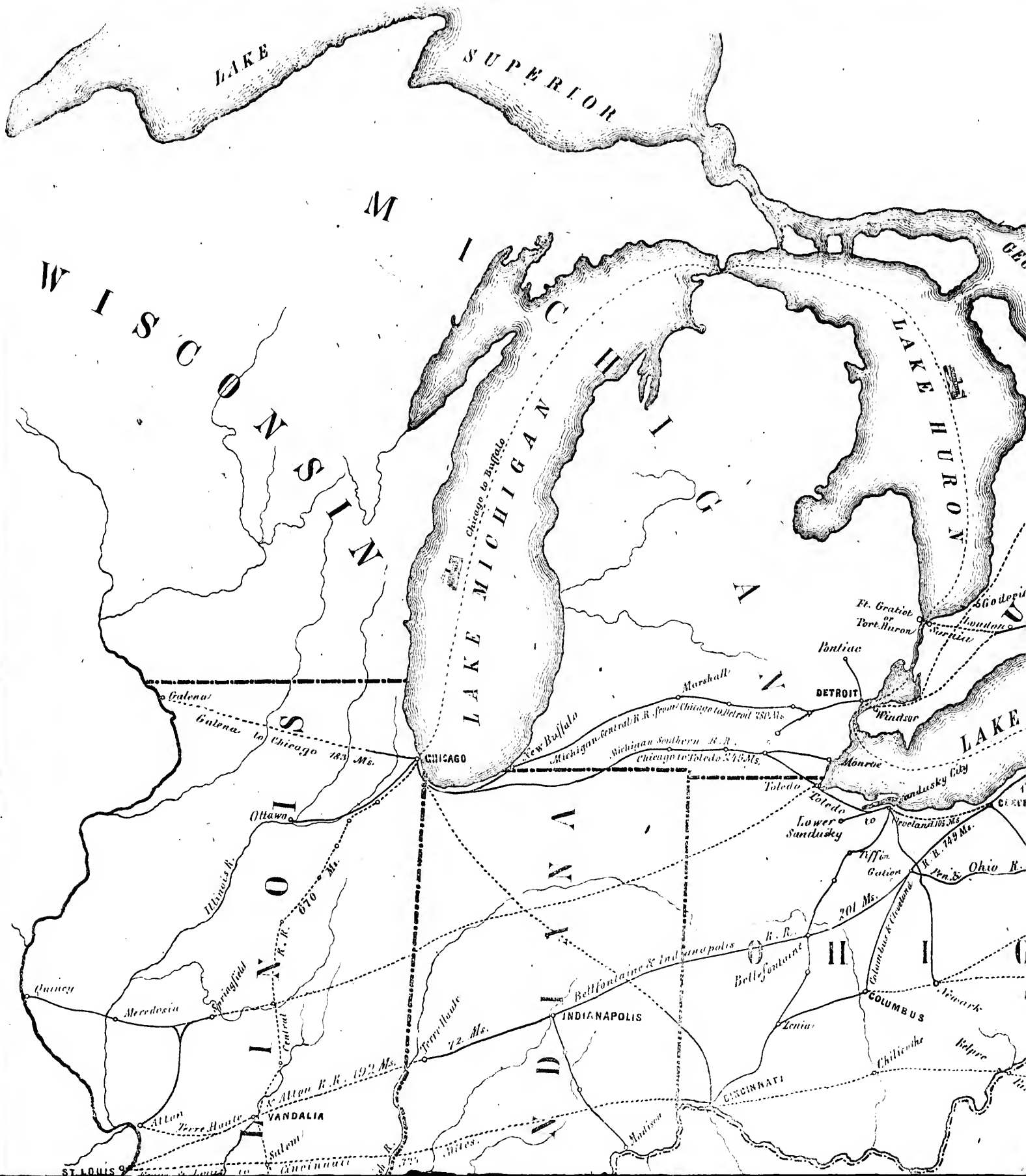
ent, via Concord	.....	32 6	Miles.
Rail Roads			
ifac, via north			
we as far as Quebec		85 0	"
nsbury		4 00	"

- Ward 1.
- " 2.
- " 3.
- " 4.
- " 5.
- " 6.
- " 7.
- " 8.
- " 9.
- " 10.
- " 11.
- " 12.
- " 10.



Messrs. Sever
 Mr. Hol-
 President of
 Briggs—
 nson, Se-
 Messrs. Brin-
 Munroe—
 s. Lincoln
 t—Messrs.
 s. Haskell,

HARBOR
PERMIT.
*and internal trans-
 visting wharves and
 cuts at South Boston.*



LAKE SUPERIOR

W I S C O N S I N N I M I C H I G A N I N D I A

LAKE HURON

LAKE

CHICAGO

DETROIT

INDIANAPOLIS

COLUMBUS

CINCINNATI

Galena

Galena to Chicago 183 Ms.

Ottawa

Ottawa to Chicago 270 Ms.

Illinois R.

Quincy

Mercedia

Springfield

Central R.R.

Alton

Terre Haute

VANDALIA

Salem

Cincinnati

Alton R.R. 192 Ms.

Terre Haute

72 Ms.

Bellefontaine & Indianapolis R.R.

Bellefontaine

Zenon

Chillicothe

Delphos

Tiffin

Galena

201 Ms.

Calumet & Cleveland

149 Ms.

Pen. & Ohio R.

Toledo

Lower Sandusky

to

Newland 103 Ms.

to

Cincinnati

Monroe

Sandusky City

103 Ms.

Cincinnati

Marshall

New Buffalo

Michigan Central R.R. from Chicago to Detroit 280 Ms.

Michigan Southern R.R.

Chicago to Toledo 278 Ms.

Ft. Gratiot or Port Huron

St. Louis

London

St. Louis

Pontiac

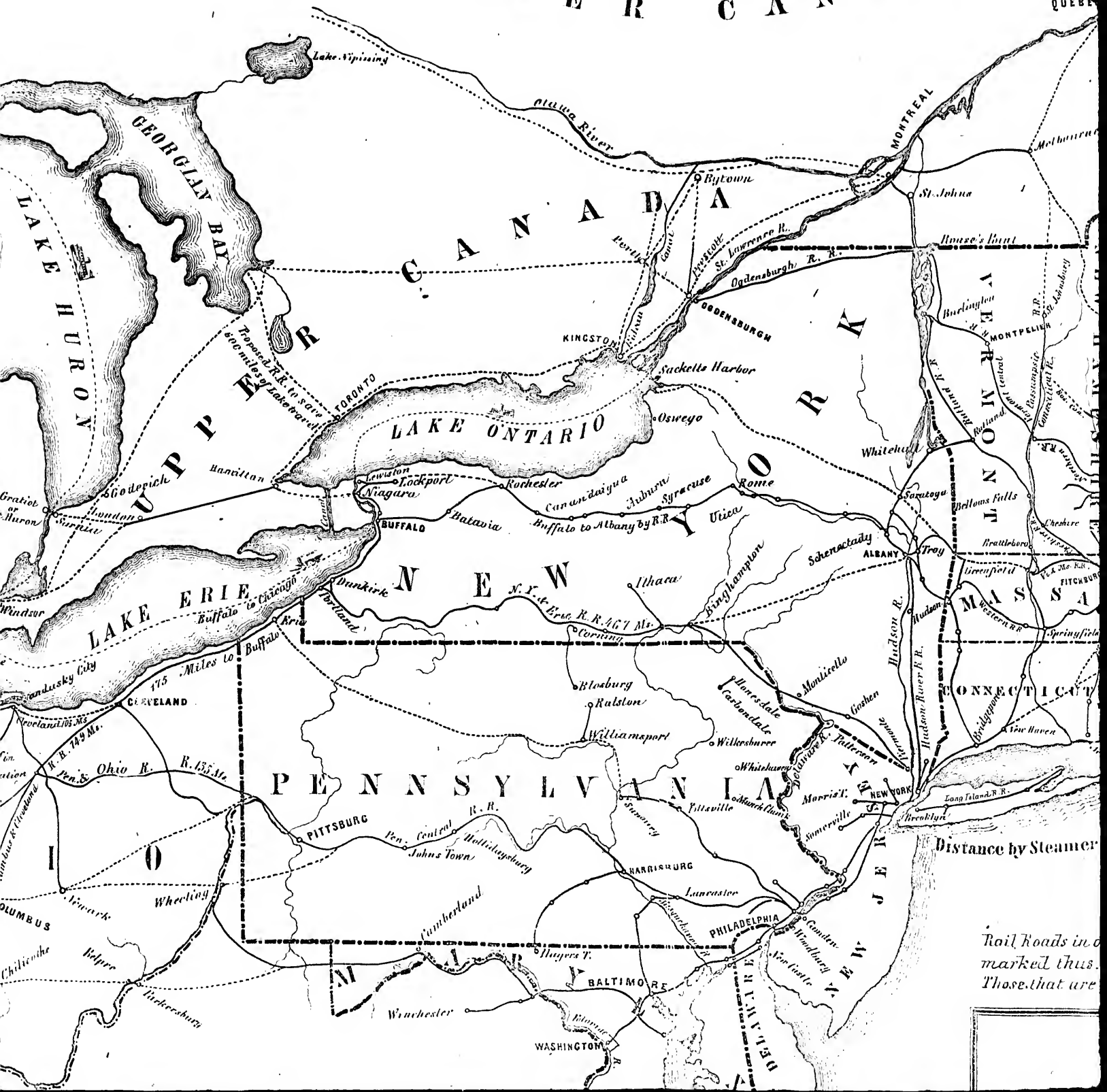
Windsor

Monroe

St. Louis

ST. LOUIS 9

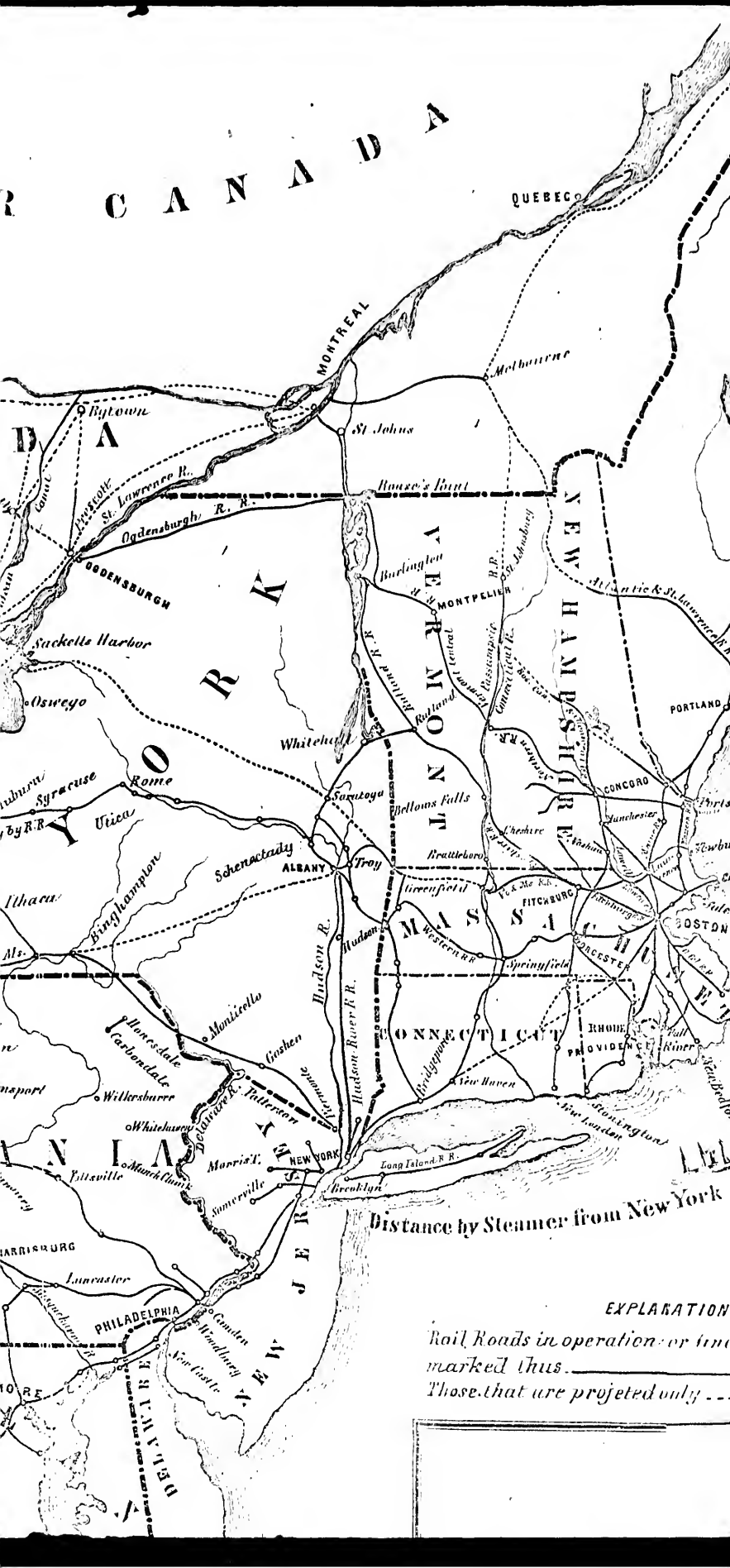
LOWER CANADA



Rail Roads in *—* marked thus. Those that are *- - - -*

LOWERCANADA





R C A N A D A

QUEBEC

MONTREAL

B A

OGDENSBURG

O R K

V E R M O N T

N E W H A M P S H I R E

Syracuse

Ithaca

P H I L A D E L P H I A

ALBANY

M A S S A C H U S E T T S

C O N N E C T I C U T

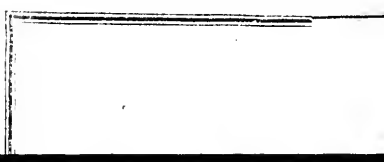
NEW YORK

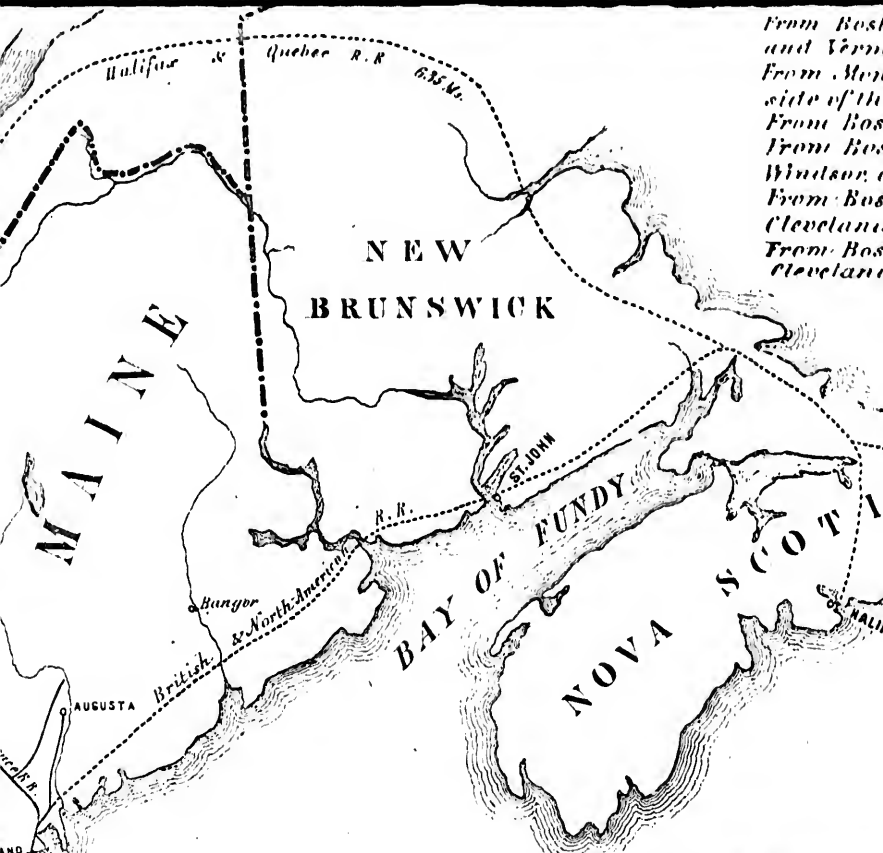
Distance by Steamer from New York

EXPLANATION

Rail Roads in operation or time marked thus.

Those that are projected only





From Boston
and Vermont
From Montreal
side of the
From Boston
From Boston
Windsor, etc.
From Boston
Cleveland
From Boston
Cleveland

**SKELETON
OF
RAIL-ROADS
BETWEEN**

CAPE CANSON

Compiled under the direction of the
City Council of Boston for Celebrating
the opening of communication between the waters of the Atlantic
and the Great West,

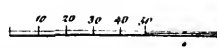
MOSES KIMBALL
EZRA LINCOLN
A. T. MINOT

Sub-Committee

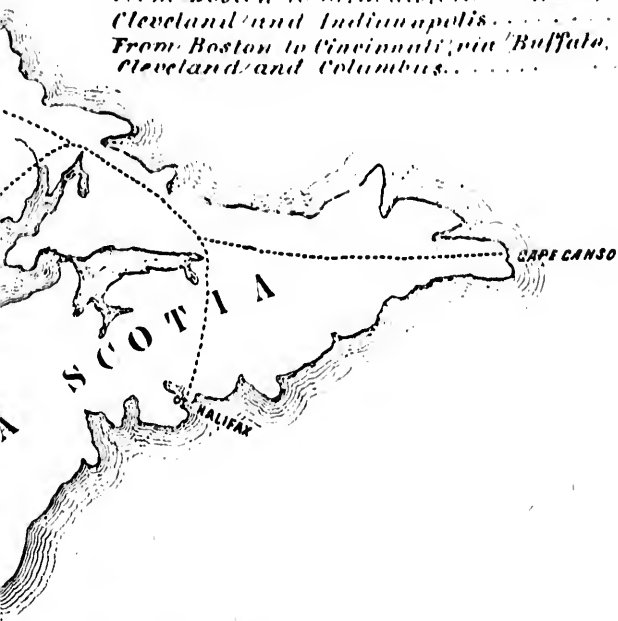
Distance by Steamer from
Boston to Liverpool 2900 miles

Distance by Steamer from
Boston to Liverpool 3100 miles

under construction are



From Boston to Montreal, via Concord and Vermont Central Rail Roads	.....	326	Miles.
From Montreal to Halifax, via north side of the St. Lawrence as far as Quebec	.....	850	"
From Boston to Ogdensburg	.....	400	"
From Boston to Chicago, via Niagara, Windsor, and Detroit	.....	1006	"
From Boston to St. Louis, via Buffalo, Cleveland and Indianapolis	.....	1217	"
From Boston to Cincinnati, via Buffalo, Cleveland and Columbus	.....	952	"



LETTON MAP

OF

RAIL-ROADS

BETWEEN

CANSO and ST. LOUIS.

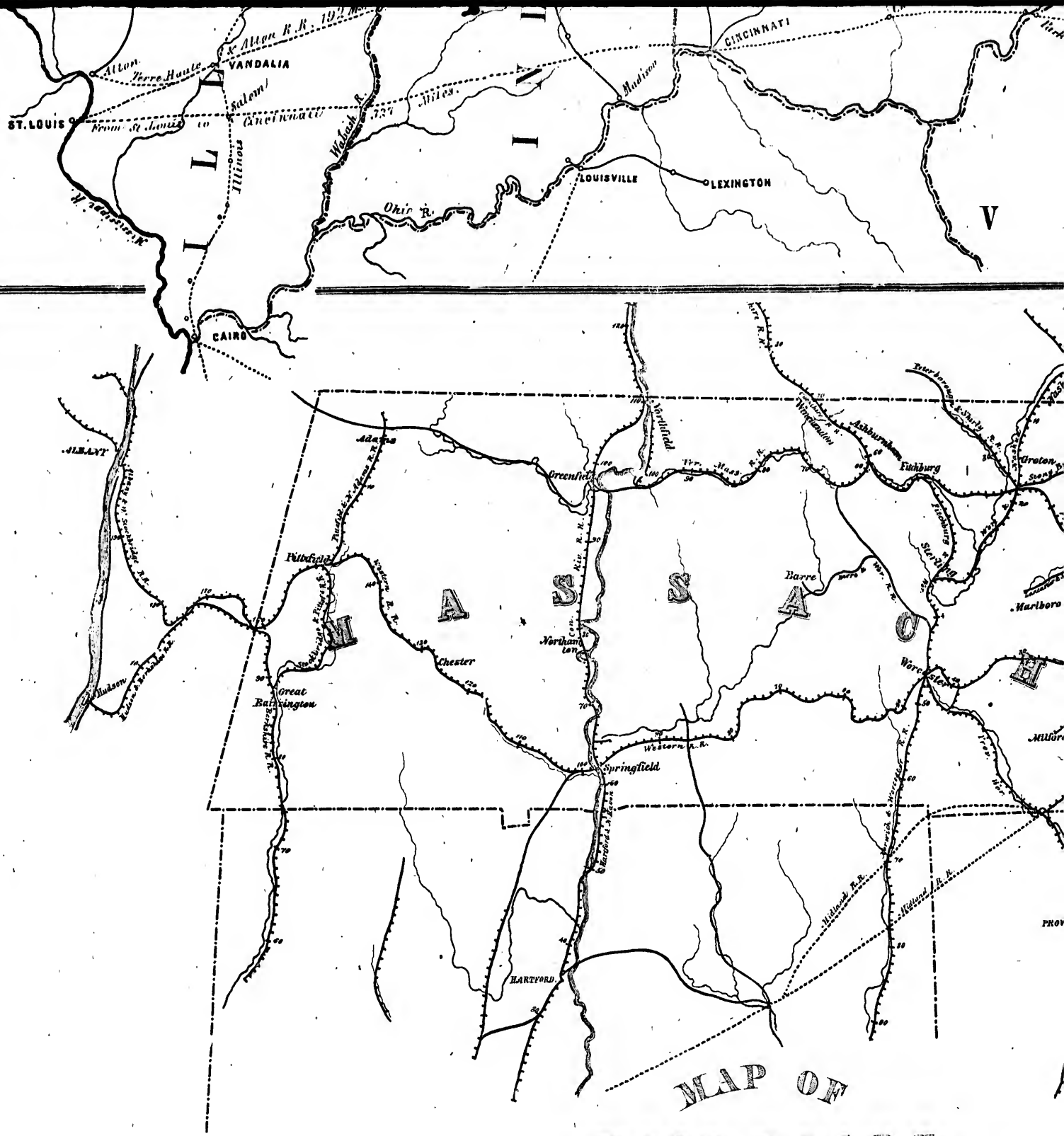
direction of the Committee appointed by the
 for Celebrating the opening of Railway commu-
 aters of the Atlantic at Boston, the Canadas and

by *F. S. CIESBROUGH,*
City Engineer

Sub-Committee.

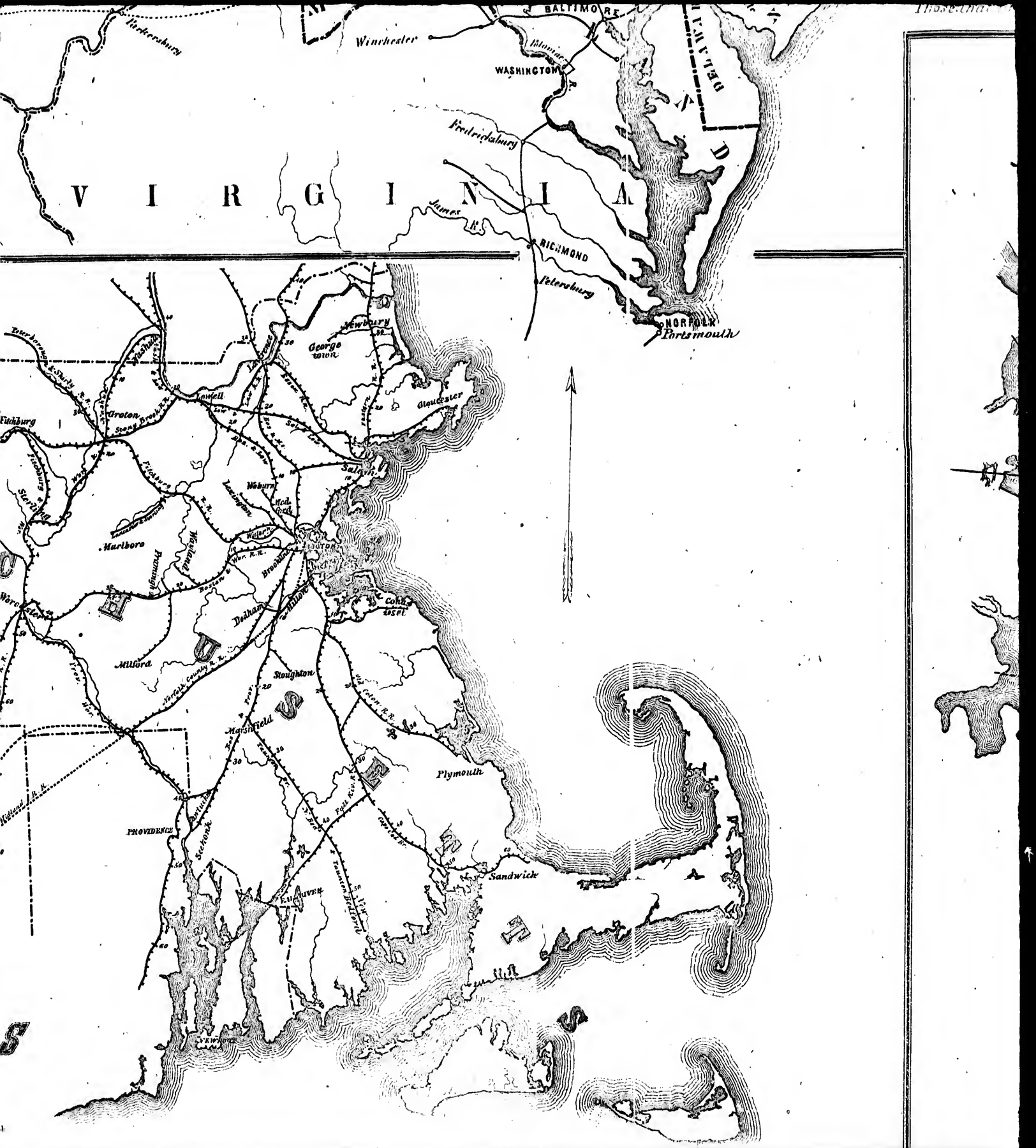
SCALE OF MILES.





MAP OF
RAILROADS
 in
MASSACHUSETTS.

The Distances from Boston, in Miles, are marked on the line of each Road in operation.



V I R G I N I A

WASHINGTON

RICHMOND

Petersburg

NORFOLK
Portsmouth

Fishburg

Marlboro

Milford

PROVIDENCE

Yanell

Woburn

Dorham

Stoughton

Marshfield

SAVANNAH

George town

Gloucester

Salisbury

Wilder

Columbia

Plymouth

Sandwich

Winchester

BALTIMORE

Fredricksburg

James R.

NORFOLK
Portsmouth

PROVIDENCE

SANDWICH

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

MARSHFIELD

SAVANNAH

WILDER

GLoucester

YANELL

WOBURN

DORHAM

STOUGHTON

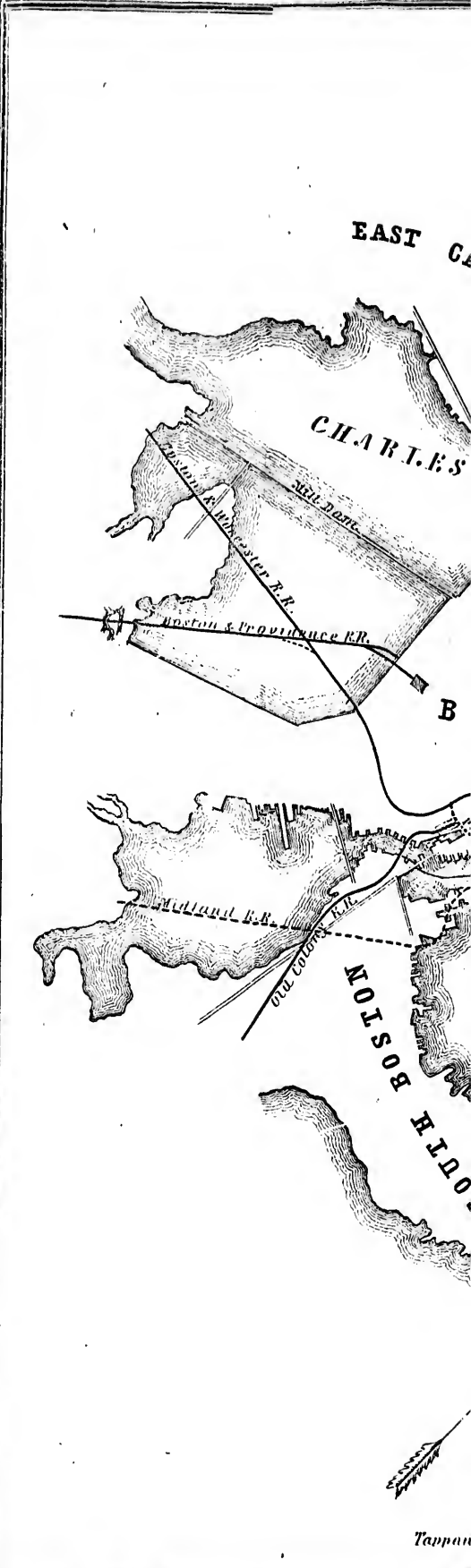
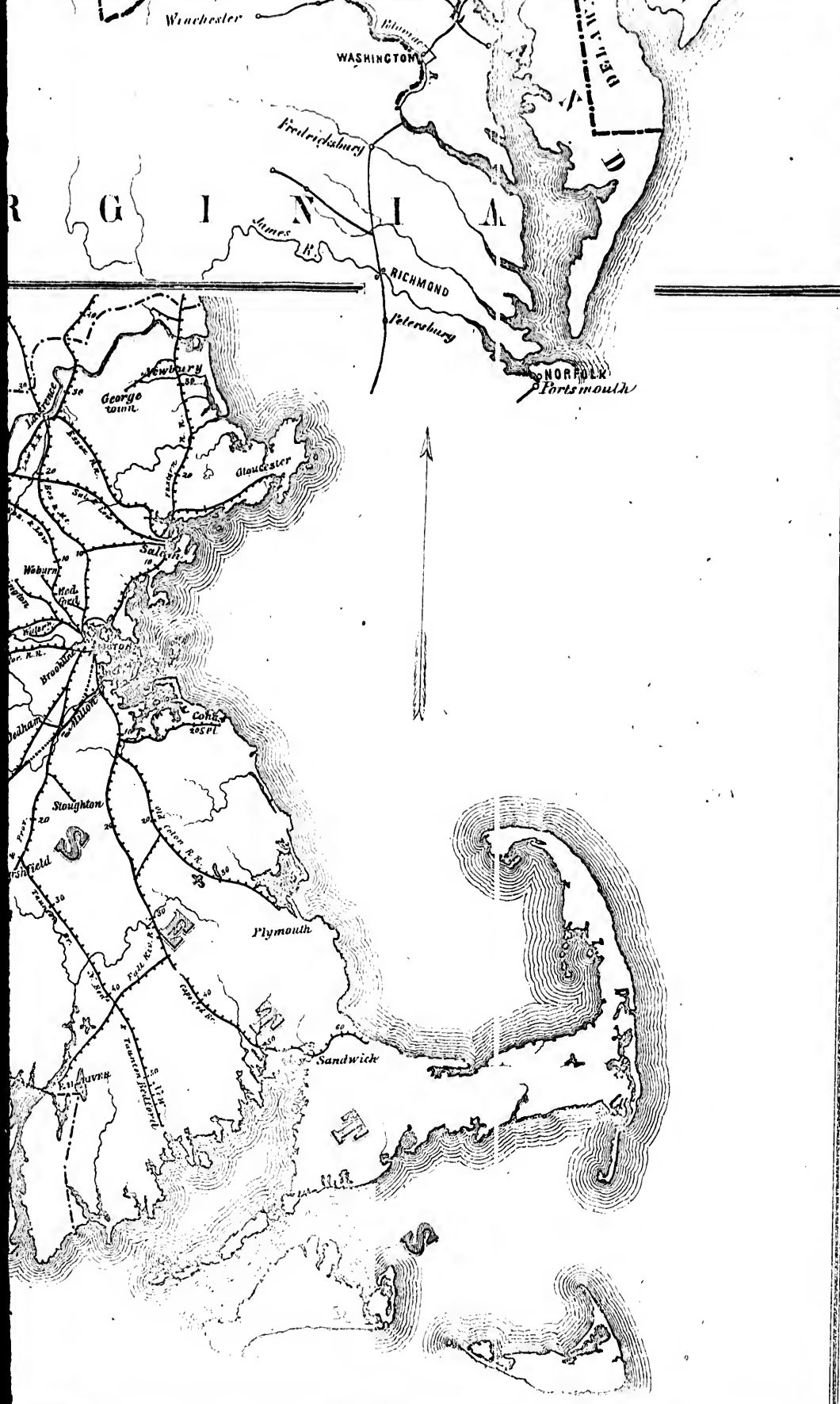
MARSHFIELD

SAVANNAH

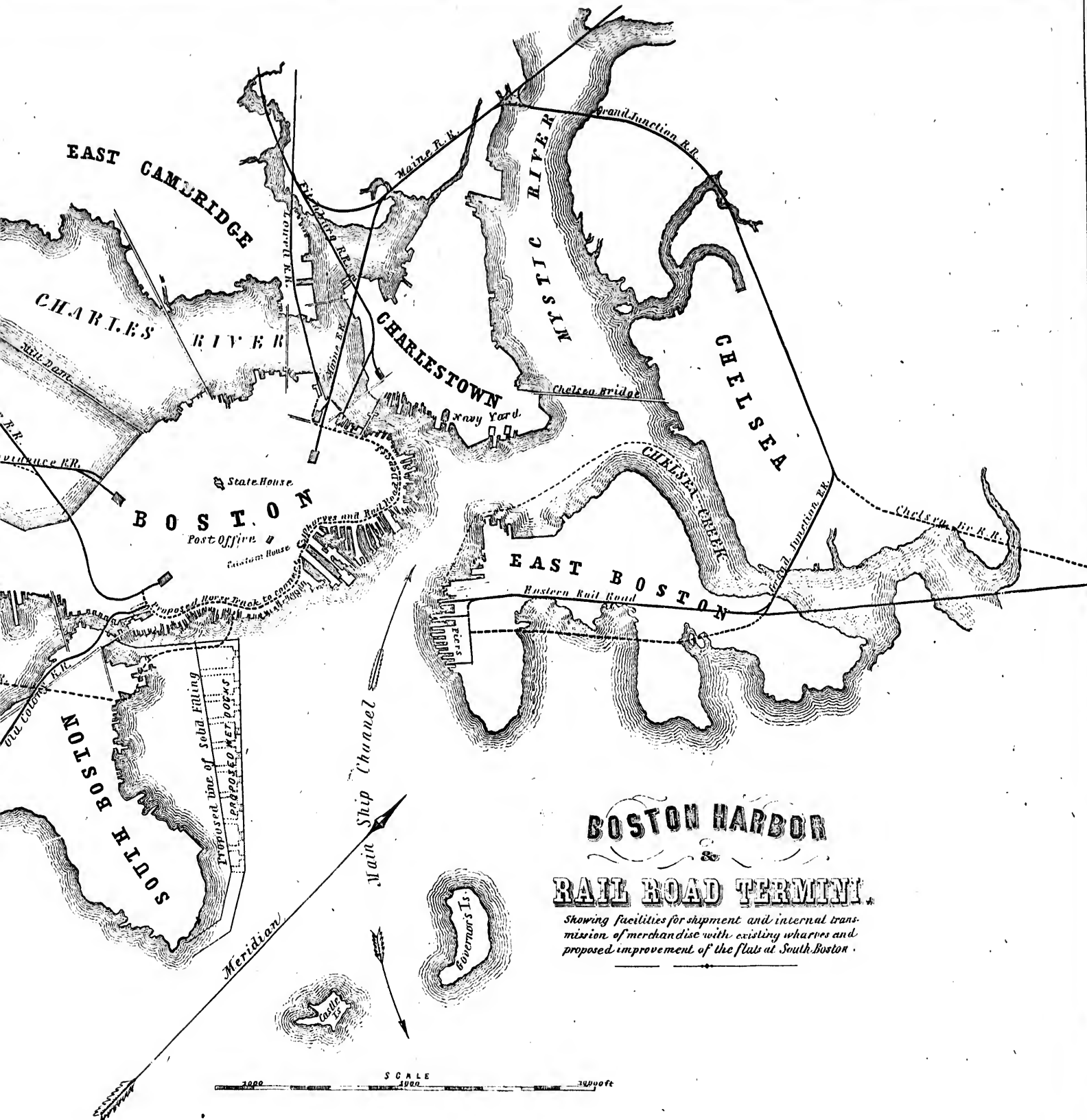
WILDER

GLoucester

Those that are projected only



Tappan



BOSTON HARBOR & RAIL ROAD TERMINI.

Showing facilities for shipment and internal transmission of merchandise with existing wharves and proposed improvement of the flats at South Boston.

