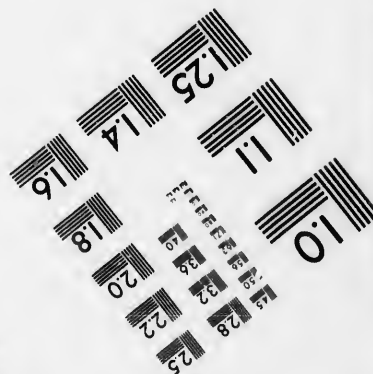
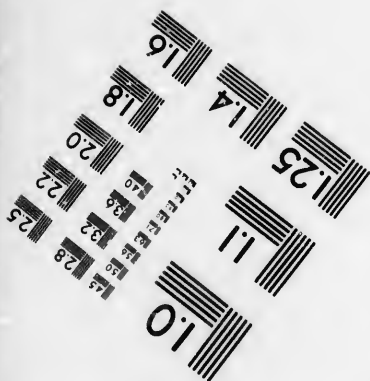
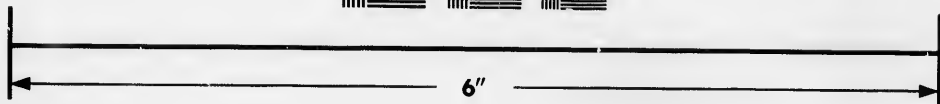
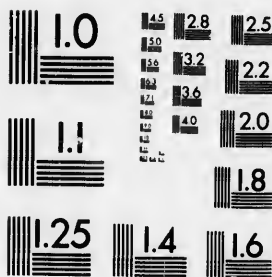


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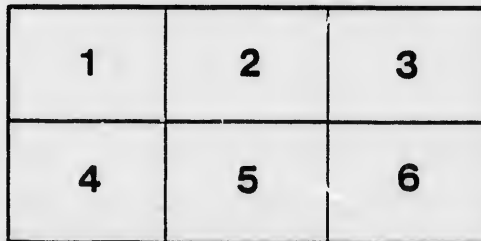
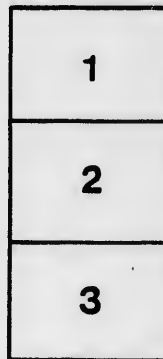
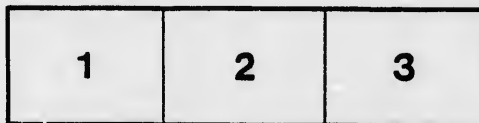
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LETTER

FROM THE

HONORABLE LEWIS F. ALLEN, OF BLACK ROCK,

TO

ARCHIBALD GILKISON, ESQ.,

SECRETARY OF THE BRANTFORD & BUFFALO RAILROAD COMPANY.

Niagara Falls, August 6, 1851.

DEAR SIR,—In answer to your request that I should state my views in relation to the influence which the proposed line of Railway from Fort Erie, through Brantford, to a junction with the Great Western Road from Hamilton to Windsor, would have upon the latter,—I answer:

I suppose that one of the advantages which the Great Western Road proposes to its Stockholders is,—to transport a considerable portion of the Central Michigan Railroad passengers through the Canadas in their passage to the Eastern States, which the proprietors of the Great Western expect to do, either by putting them on board Lake Ontario Steamboats at Hamilton for Oswego, or other American towns on or near Lake Ontario, or by an extension of their Road from Hamilton to the Niagara River, to the Suspension Bridge near Niagara Falls, to connect with the Rochester and Niagara Falls Railroad. By this connection, the Great Western also anticipate that they will carry the travel next to the Central Michigan Road from the Eastern New York *Central* Road, as well.

I understand also that some of the parties interested in the Great Western oppose the Buffalo and Brantford Road and its connection with the Great Western, on the supposition that it will injure the latter in its business. As this latter proposition is altogether at variance with the *experience* of the great Lines of Railway in the United States, in permitting lateral Roads, or indeed Roads running to important terminations, for a share of their course, almost parallel with such main trunks, I will venture a suggestion or two on the subject, more particularly as it may seem to affect the Line in question.

It is well known that at this moment the most central Line of Railway from Albany to the West terminates at Buffalo—the most important Road in the interior of New York.—The New York and Erie Road, from New York City to Lake Erie, terminates at Dunkirk, forty miles South of Buffalo; and, by the Lake Erie South shore Road, now constructing, continues on to Toledo, where it connects with the *Southern* Michigan Road, by a Road from Toledo to ~~Adrian~~ ^{Ann Arbor}, and so on to Chicago, and also, by continuing to Monroe, Michigan takes the same route West. Thus the *direct* travel from the City of New York, West into Michigan, and beyond, would pass Buffalo *on the South*, avoiding both that City and the Canadian peninsula, and by a directly connected, yet circuitous route, attaining its object. But there are two parallel Roads now in the course of construction, to be completed in the year 1852, both commencing at Buffalo, and running East, to *tap* the New York and Erie Road; one at Hornellsville, about 90 miles East of Buffalo, called the Buffalo and New York City Railroad; and another, the ~~Vernon~~ ^{Genesee} Road, intersecting the New York and Erie Road at Canning, some 40 or 50 miles further East; and both of these Roads are built, as understood, with the *full approbation and co-operation* of the New York and Erie Road, with the same wide gauge of track as it has, and in the expectation of draining off a large amount of travel and transportation from the *Westerly* portion of the main trunk; but also in the expectation of receiving a

much larger accession of business from these two Buffalo Roads going to New York, for perhaps three-fourths its whole length East of those junctions, than it will lose by them over its Western *one-fourth*. And this course—that of allowing other Roads leading to *other* points than its own termination—is adopted by the Directors of the Erie Road, on knowledge derived from the sound experience of other older Roads which have adopted the same line of policy.

Now, that the same benefit would accrue to the *main* interests of the Great Western in case it should permit the Buffalo and Brantford Roads to connect with it, or in case it should even construct that branch of road itself, I can have no question. The Railroad from Buffalo on the South shore of Lake Erie to Detroit, or to Monroe, (the Eastern terminus of the *Southern Michigan Railroad*,) is in the course of rapid completion; but it will be, under any circumstances, quite or nearly 100 miles longer than a route of Railway from Fort Erie *via* Brantford and the Great Western, to Detroit; but still, the South Shore route, *is a direct* route, and the Brantford Road *not existing*, the Western travel will take the "South Shore" Lake Erie route, and the central New York travel, as well as the travel from the Conhocton and Hornellsville routes, and the New York and Erie route to Dunkirk—all will go up the South Shore route to the West, and *Canada will lose it*. But let the Buffalo and Brantford Road exist, and travellers from the East going West will diverge from the New York and Erie Road either at Corning, or Hornellsville, and go to Buffalo, as well as travellers by the Albany and Buffalo Roads to some extent, and from there take the Brantford and Great Western Road to Detroit in great numbers. All this travel, I conceive, would be *diverted* from the South Shore Railroad, and without the aid of the Brantford Road, would be entirely lost to the Great Western, and in my opinion not at all interfere with its receipts East of Brantford—or if it should slightly interfere with the receipts of the Great Western travel East of the Brantford Junction, such interference would not injure to one-fourth part the extent in taking passengers from it, that it would benefit the *Erie* in taking passengers *on to it*. Were both the Great Western and the Buffalo and Brantford Roads in the State of New York instead of in Canada, I think there could be no doubt that the Stockholders of the Great Western, equally with those of the Buffalo and Brantford, would be anxious to controul and connect the two Roads, and that anxiety would be derived from the belief that *both* Roads would be mutually benefitted by such connection.

I consider also, that from the very favourable *grade* of the Buffalo and Brantford Road and the *abundance*, and cheapness of material along the line, this Road may be built from two to three thousand dollars cheaper per mile than almost any other Road in the country. The right of way, as I understand from the Chief Engineer can be had for a mere trifle, compared with the usual cost of such objects; and I have no doubt at all, that any amount of contracts may be made for the construction of the Road at perfectly fair rates, and payment made to the extent of one-half of such contracts in its Capital Stock to the Contractors. And I also believe, that if the question were once settled *beyond a cavil*, that the Buffalo and Brantford Road were once secure in its rights and privileges, as given in the amendment to the extension of your Plank Road Law of 1850 under which it is organized, that every dollar of capital stock required for its construction can or may be sold in the State or City of New York, and a great portion too of those interested in the stock of Railroads running East from Buffalo, so differently do our people look upon the policy of *co-operating* with the Railroads entirely, instead of *opposing* everything not exactly tending to the same point as their own particular project.

To illustrate the views of our legislators in the State of New York:—the State owns the Erie Canal, extending from Albany to Buffalo. The Canal is the great thoroughfare for freight, from Lake Erie to tide water, and was, for many years, the monopolist of all the freight destined to the West, and all the emigrant travel, and a large portion (through its packets,) of the business and pleasure travel through the State from Albany to Buffalo. When the line of Railway was constructed from Albany to Buffalo, most of this business and pleasure travel left the Canal; and so largely did the emigrant travel increase, which was largely productive to the State, that at this time, probably nineteen-twentieths of the emigrant travel, with its baggage, (and this last is a large item) is carried by the Railroads. When these Roads were chartered, a part of them, (there were seven Companies in all) were *prohibited* from carrying freight other than passengers' baggage—afterwards they were permitted to carry freight *upon payment of canal tolls to the State* on such freight. Look at the result. By the construction of these Roads an immense business was diverted from the Erie Canal, and although during all this time, the tolls were several times lessened on the Canal, its business and tolls *never increased so rapidly* as since these Railroads were constructed; and the Roads have made every effort in their power to divert the Canal business to their routes. Fully satisfied, from experience, that the trade of the Canal would be

promoted instead of diminished by the prosperity of the Railroads, during the last Session of the Legislature of New York, the tolls were taken off the Railroads running parallel with the Canal,—and now, *no Railroad in New York pays toll to the State*, although they may come into the strongest competition with the Canal business! Such is the result to which the Legislature of the State of New York have arrived, after ten years' experience, of the action of Railroads owned by corporations.

Another act of legislation has demonstrated the fact, that no injury can result, in the *largest liberty* being allowed to capital to seek investments in Railroads, wherever the interests of the stockholders may choose to build them. Railroads have proved such *creators* of wealth in opening markets to the produce of the country, and introducing supplies to the people, that our Legislature *seek* the means to introduce roads among them instead of restricting them in their enjoyment; and, therefore, a *general* Railroad law has been enacted, so that no *special* application is now required for the formation of any Railroad association. Lands, which before the construction of a Railroad in their vicinity, were almost valueless, for want of a ready market for their productions, are now increased in value 25 to 100 per cent. from the opening of a ready market by such Road. They add a *general* prosperity to the people, by the enhanced price of the farming products, and in so doing add to the means of the Farmer and his neighbours to *spend their money* in travel over their Roads; thus, by a liberal policy, both enriching themselves and the people. Such is eminently the case with the Erie Railroad, now just finished, to Lake Erie, from New York, corroborating the previous facts illustrated by the other Roads, in adding to the great aggregate wealth of the State and its people.

That such a line of policy pursued in Canada would be attended with as valuable results as in the State of New York, I fully believe; and among all the Railroad projects now in anticipation in Upper Canada, I know of none that will be more likely to prove profitable to its Stockholders, and valuable to the people in the vicinity of its line, than the Buffalo and Brantford Road, and its continuation on the Great Western to Detroit. I believe it will give at *least two dollars* to the Great Western by carrying the passengers into it from Buffalo, where it will take one dollar off from its receipts, and that simply by giving them a passage of six hours between Detroit and Buffalo, and *vice versa*, instead of a ten hours' passage by the South shore of Lake Erie route.

You will please excuse the hurried manner in which I have thrown these desultory ideas together, while delayed on my passage home for an hour or two at this place; and if you think they can in any way be useful to your interests, you can make such use of them as you think proper, only regretting on my part that I have not had more time to commit my imperfect ideas to paper in a better manner.

Very truly and respectfully your Friend,

And obedient Servant,

LEWIS F. ALLEN.

Archibald Gilkison, Esq.

