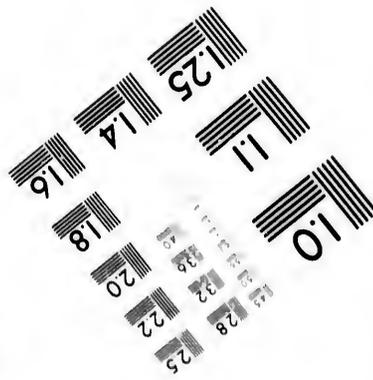
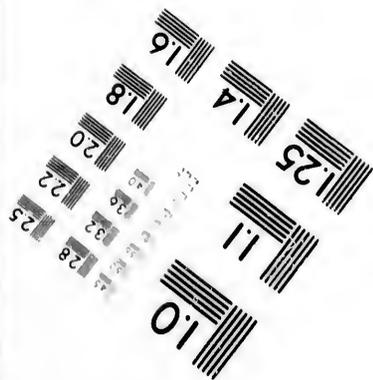
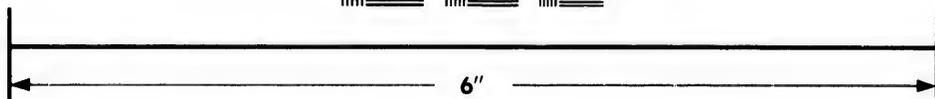
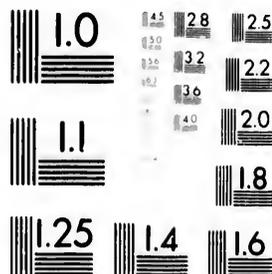


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**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

© 1981

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.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- 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.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- 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.

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

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

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

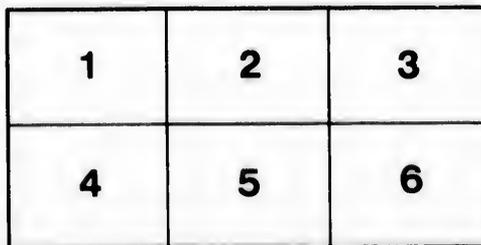
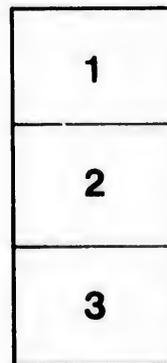
National Library of Canada

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:

Bibliothèque nationale 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.

HE 2808

078

(*Boston Post, Friday Morning, June 12, 1874.*)

OTTAWA AND ATLANTIC RAILWAY

The New Line Explained at the Merchants' Exchange by W. R. Hibbard, Esq.

Speech by Edward Atkinson, Esq.—Remarks by Messrs. C. C. Coffin, Henry Mayo, N. C. Nash, Harrison Staples, Charles W. Wilder, Edward Crane, John B. Bartlett and Charles Legge, Esq.—Appointment of a Committee—Complimentary, Etc.

[REPORTED FOR THE BOSTON POST.]

A meeting of the merchants and citizens of Boston was held yesterday afternoon in Corn Exchange Hall for the consideration of the merits of the proposed Ottawa and Atlantic Railway, by which it is proposed to create a line of railway from Boston to Lake Superior by way of Ottawa and Georgian Bay. Several maps showing the proposed route were mounted upon temporary frames, and every possible facility was given to show the feasibility of the line and its comparative advantages. The meeting was called to order by J. B. Bartlett, Esq., who was chosen to preside, and immediately presented W. R. Hibbard, Esq., representing the proposed road, to make a statement of facts preliminary to general discussion. Following is

Mr. Hibbard's Address.

GENTLEMEN—The question of the day, absorbing attention on all hands, from the grain producing regions of the far West to the food consuming East, and even across the broad Atlantic, where hungry millions watch with anxious gaze the price of bread, is, cheap transportation. One proposal follows another, telling some new method of annihilating distance, modifying the laws of gravitation, inaugurating the millennial period of cheap food, and yet in this day of triumphant progress, wheat is worth full thirty cents less per bushel on Lake Michigan than it is in this good city of Boston during the winter months, while railroad managers complain of rates insufficient to pay ordinary dividends. Is there no remedy? Merchants apply in vain for reduced rates that they may compete with rival cities; shippers divide their commissions and profits, thereby hoping to retain Atlantic connections; railway officials consult how they may revise their tariffs so as to meet the views of their patrons; but all is of no avail, for distance is still measured as of old, and water persists in refusing to run up hill. Millions are spent in penetrating the solid Hoosac Mountain in order that the West may shake hands with the East through the dark tunnel, while all overlook the fact that four millions of Canadian younger brothers are anxious to grasp their

New England seniors with both hands in broad daylight. Had the paths presented by nature been more closely studied and capital been more wisely expended, instead of competing lines of circuitous rail we should have enjoyed ere this the advantage of the shortest lines and easiest grades, commanding thereby the course of grain accumulations, rather than allowing an established course of trade to control the rail. A glance at the map will demonstrate the simple fact that the grain regions of Lake Superior and the far West are fully one hundred miles nearer to Georgian Bay than to Milwaukee and nearly two hundred miles nearer than they are to Chicago. Passing from Lake Superior by the Sault Ste. Marie Canal, grain laden vessels bound to Milwaukee or Chicago make further away from the Atlantic, whereas Georgian Bay is on the direct line, and distant from that canal about one hundred and fifty miles. From this geographical fact we are justified in claiming the harbors of Georgian Bay as the proper grain depots for the Atlantic. Comparing distances from competing points we find the advantage beyond dispute. It is:

From Chicago to Portland via Grand Trunk	1139 miles.
From Chicago to Boston via Grand Trunk and Central Vermont	1176 "
From Chicago to Boston via Albany	1035 "
From Milwaukee to New York	1063 "
From Chicago to Boston via Hoosac Tunnel	978 "
From Georgian Bay to Boston	714 "

giving Georgian Bay and Boston an advantage of 264 miles over Chicago and New York and 349 miles over Milwaukee and New York, while no less than 321 miles nearer than Chicago and Boston via Albany. Therefore, if thirty cents per bushel, the rate on grain from Chicago to Boston paid during the past six months, has satisfied and will continue to satisfy railway managers, then twenty-three cents will at the same rate per mile cover the transport from Georgian Bay, and prove equally satisfactory. Favored by nature with one of the best, if not *the* best, port on the Atlantic coast, Boston covets a fair proportion of foreign trade, but it comes not at the touch of magic wand. Boston has no mighty Hudson gravitating its thousands of tons daily to her wharves. What she lacks naturally must be gained by artificial means, even by multiplying her lines of double tracks till their tonnage equals the flotillas of North river. During these years of activity on the part of New York railway kings, how many through lines to the West has Boston dreamed about and failed to get? Has she no desire for them? Has she no means to attain them? The answer is apparent to all; she has allowed others to take the lead instead of getting the first start herself. But there is yet hope; the laws of nature are not modified to suit the grasping Empire State, and Boston may, if she will, now begin to build up a western trade which in a few short years shall astonish herself. The first link in this chain of commerce is now being forged by the Dominion Government by her canals and railways. From Georgian Bay to Lake Nipissing, seventy miles, they construct the first section of the Canada Pacific without delay. Eastward to Renfrew, 154 miles, they subsidize liberally a chartered company and the work must go on shortly. Renfrew to Ottawa is already built, 70 miles; Ottawa to the St. Lawrence is nearly half ready for the rails, and now if Boston chooses to control the key to the line seaward the offer is made and can be secured with less than half a million. From the St. Lawrence to junction with the Central Vermont, 60 miles, will give a double line to Boston, bringing your port 261 miles nearer to Georgian Bay than Chicago will be by the new Hoosac Tunnel route when perfected. At Georgian Bay, the Dominion Government provide docks and wharves which may extend for nearly two miles on both sides of French river. Here Boston should have her grain depots, stretching along the banks, constructed especially with the view of temporary storage and loading into cars. Instead of expensive buildings and machinery, cheap structures, with floating elevators, should be availed, in order to perform the service at lowest paying rates, and with least detention to lake craft. Creating your own depots at this point, you have no quarrel with New York interests over the accommodations at Chicago, but secure and control a foreign trade of your own. Many will tell us this vision is too far distant and may not be realized. True, very true, if you wait for one another, but to-day you can grasp the *key* and then consider the next step. Meantime we have business enough to occupy us fully now begging our attention at Ottawa city—the centre of the Canada lumber trade. At this

point are located extensive saw mills, cutting nearly 300,000,000 feet of pine annually. Of this quantity fully 200,000,000 find a market in New England and all the rest each year, and the trade is in its infancy still. Gazing from the windows of the Senate Chamber overlooking the Chaudiere flats on the first of May last, before the sound of saw had begun to reverberate through the valley, you would take in at a glance about 90,000,000 feet of lumber, all of which remained over at the close of navigation last fall. Some idea may be formed of this vast trade from the statement that it would require a train of thirty cars daily for a working year to move. Stretching away to the west, the Upper Ottawa country has untold streams and lakes, furnishing avenues for floating logs down to the mills. The wealth of timber in this vast section is inconceivable. Millions of trees, not worth twenty-five cents where they stand, would be worth \$100 at your docks. These invite the strong arm of the axe-man, the energy and capital of the lumber manufacturer, while their labor offers inducements to your railways to make close connections in order to bring this coveted wealth to your market. From assurances given by your own leading lumber dealers we find that this line of rail would insure the advent to your wharves of 100 vessels of 1,000 tons each with their inward cargoes, which now seek another port. From personal knowledge it may be stated that 81 cargoes of Canada lumber were despatched last year to the river La Plata, and all sent off within a period of five months. Boston, claiming this export trade, can keep it up for twelve months instead of five. Mineral wealth also abounds, the rich iron ores of Hull, only eight miles from Ottawa, the marble of Arnprior and Portage du Fort, the plumbago of Buckingham, also claim attention, and even now there are many millions of New England capital employed in the development of this new region. We have not come here to appeal to your benevolent motives, but to offer you an honest share of an honest and sound business transaction upon a satisfactory basis. Already nearly half the work is done, ready for the rails, from Ottawa to the St. Lawrence, and, if you say so, we stop there, but if you are awake to your own vital interests, and are ready to supply \$300,000 without further risk, we propose to make the connection this side of the river, divide the property with you, and put the control in honest Boston hands. We are told by bankers that nothing can be done for two years in railway construction. Railway men talk of being loaded down and of sad losses within the past few months, deterring from all new enterprises. True, gentlemen, in measure quite true; but is this a reason why nothing shall be done and the opportunity be lost? Did the terrible fire which devastated your business centre preclude all effort to rebuild; because Mill river dam gave way, destroying property and lives, shall the hum of the spindle be heard no more along those valleys? Such is not my opinion of New England courage, and I expect to see you avail yourselves of this route to strengthen your commerce, while not neglecting those at your own doors. Our own Government and people along the line give full \$500,000 to aid this enterprise, with the sole condition that it be speedily accomplished, and we need but your helping hand to put it through. We would strengthen by commercial ties, the happy relations between these two countries, making the bond so strong that nothing shall sever it. Our objects are mutual benefit; our interests are identical, and it only requires that our enterprises be based upon sound judgment, carried out with integrity, in order that they shall culminate in success.

Mr. Edward Atkinson then addressed the Chairman, took the floor and made the following remarks:—

Speech of Edward Atkinson, Esq.

I regret that the small attendance here today indicates such a real apathy in Boston, under a great apparent interest in the transportation question; however, let me say, when Mr. Hibbard was first introduced to me and asked my attention to the line of railroad which he has presented to you, I also tried to avoid giving it any attention, feeling bothered with many other matters; but he had not spoken many minutes before I realized its vast importance to Boston. I therefore asked him to give me all the papers and maps and let me take them home to examine them carefully. I have since been enticed into giving him several hours and have asked all the questions that my very limited knowledge of railroad and transportation matters have made me competent to ask. I have also satisfied myself, by inquiry, that Mr. Hibbard is to be depended upon as to statements of fact; as to his plans and methods you must judge

for yourselves. The result of my investigations has convinced me fully that the railroad connection which he asks you to aid him in accomplishing is of far greater importance at this time, and, in all probability, for all time, than the completion of the Hoosac Tunnel. I make this statement deliberately and for several reasons, and as I do not mean to hazard opinions without evidence, I will give you my view of the matter in a very few words. I do not say this to cause delay on the Tunnel question; on the contrary, I think it of the utmost importance that it should be speedily settled, but I very much fear the recent action outside the Legislature may cause delay.

1. This line which Mr. Hibbard presents will make the most direct and shortest route to the waterway that penetrates the great grain region of this continent, the St. Lawrence river, which it strikes at a point to which the navigation of the lower lakes can be most easily directed and where transshipment to cars can be most easily made above the rapids, only thirty-four miles from Boston and nearer than Oswego.

2. From that point it connects in a very direct line, through Ottawa with the great upper lakes, and I believe at the nearest point at which the water-borne produce of the upper lakes can be reached by any line whatever.

In order to establish the grain export of Boston upon a fair foundation, several things are needful, and I will name them in the order of their importance:

1. That merchants shall learn that the State cannot help those who cannot help themselves.

2. That every opportunity to strike the great waterways of this continent at the points most distant from other cities, especially New York, and nearest to Boston shall be seized without hesitation.

3. That the termini for Western traffic shall be fixed at the most convenient points, both on the north and south side of the city upon deep-water, and that connection shall be made whereby cars from any route can be easily directed either to East or South Boston or to the Mystic Flats.

4. That nothing but a very great shortening of the distance of necessary carriage of grain by rail can enable any route to compete with the line to Chicago by way of the Boston and Albany Railroad and the New York Central Railroad and its other connections, for the reason that grain is now brought upon that route at through rates per mile which it is hopeless for any line of nearly equal length to equal for a long period.

Upon the first point I shall only express my regret that a majority of a committee, appointed at a recent meeting, should have again committed themselves to the delusion of State management without, as yet, having appeared to have given much attention to the facts in the case, or any explanation why it is that three or four active, energetic and sagacious pork-packers have succeeded in establishing a very large business, both domestic and foreign, by using existing railroad facilities, imperfect as they are, while the grain dealers have been unable to establish any large grain business until the Boston and Albany Railroad Company, in order to use the elevator which they had built, but found apparently not to be wanted, set the example to the merchants by entering into an arrangement with the steamship company to buy and ship large quantities of grain on joint account; a business not exactly fitted for a railway corporation to undertake, but which in this case the Boston and Albany was forced into, because there did not seem to be business enterprise enough in this department to establish the export trade in grain at this point in any other way. Upon the second point permit me to say that the great St. Lawrence waterway is the natural route for the transportation of grain from that part of the continent, which climate, soil and other conditions have made prominent wheat-growing regions; to wit: A large portion of Canada proper, the Red River country of the north, the line of the Northern Pacific Railroad, and, above all in the United States, the State of Minnesota. The more southern wheat sections in our own land are available for many other crops, especially corn, and are being rapidly exhausted so far as wheat is concerned, and moreover, can be reached from New York, Philadelphia and Baltimore as, or more, easily and cheaply than from Boston. Mr. Hibbard's line taps the whole section, the natural and permanent home of wheat and barley, and the great timber region of the continent, by a line from Boston shorter and better than any line from any other city to a wheat-growing land, unless it be from Portland. It seems to me that if Boston merchants fail to investigate this plan, and, if Mr. Hibbard's statements prove to be well

grounded, to secure it by furnishing the almost paltry sum demanded it will prove that no large grain business can be established at this port until a new set of men shall have undertaken it. Upon the third point, let me say that even now grain has not ceased to come here from or through Canada and over the northern route because it costs too much to transport it, but because it costs too much to deport it. Mr. Lincoln will be my witness that not even the vexatious Custom House obstacles could have stopped the work so bravely begun by his firm had it not been for the excessive difficulties and cost of handling and shipping grain in Boston. The Northern line has no elevator, and has not the money to build one, and no offer has been made to furnish the money, either on bonds or stock, that I have heard of. Perhaps it is intended to wait until the State Railroad has been completed, and then it will be proposed to have the State build all the docks and elevators needed to facilitate the export of grain. It might sound ironical if I should inquire how any of these operations would furnish cheap bread to the people of Massachusetts. I am doing something myself of a practical kind toward the simplifying of the terminal question by promoting the organization of the junction railroad to carry all the Western and Northwestern traffic to the State land at South Boston, which I hope to accomplish without any State aid, except the co-operation which it may be fit for the State to give, as stockholder in the Tunnel, the Hartford and Erie Railroad and as owners of the flats. I do not take exception to the grant of State credit to a strong corporation from which it may take ample security, but only to the absurd attempt to put the State into the business of transportation and into competition with the most powerfully organized company, who now do the work at excessively low rates. This leads directly to the fourth point that I have stated—the absolute need of a short line to the great waterway, like that proposed by Mr. Hibbard, if any effective competition with the Boston and Albany line to Chicago is to be expected. Mr. Hibbard's route by rail is 714 miles, the direct line by the Boston and Albany Railroad is 1035 miles; over this latter line the Boston and Albany and its connecting roads are now transporting grain at $1\frac{17}{100}$ cents per ton per mile, a rate very much lower than the actual charge for the lowest class of merchandise upon the Belgian State Railways, so often cited as models of cheapness. Let me say, by the way, that as the Belgian Government does not own all the railways it has been obliged to pass laws compelling the private corporations to maintain higher rates than are needed, in order that the cumbersome and costly State method of management might pay charges and interest. The need of a short line to compete with the Boston and Albany and New York Central is further indicated by the fact that the general railway service of these roads is now performed at a lower cost to the public than that of any other railway in this section of the country. This cheapness they are enabled to compass by their enormous capital, effective method and ample equipment. In proof of the very grave difficulty in this competition, except on a much shorter line, let me state a few facts. In the following years, the tonnage of the Worcester and Western Railroads was equal to tons carried one mile: 1855, 47,608,684, at $3\frac{52}{100}$ cents per ton per mile; 1860, 57,930,214, at $2\frac{70}{100}$ cents per ton per mile; 1865 (very much depreciated currency), 70,240,166, at $3\frac{60}{100}$ cents per ton per mile; 1870 (ten months), 148,891,491, at $2\frac{13}{100}$ cents per ton per mile; 1873, 317,670,752, at $1\frac{90}{100}$ cents per ton per mile. This great reduction has been accomplished in spite of the fact that the cost of operating a railway is now vastly higher than it was in 1855. This general rate of charge for transportation is considerably less than the average rate on the Belgian roads in 1867, even omitting the extra charge there made for loading and unloading. As compared with five of the other most prominent railroads in Massachusetts, the average charge for freight on the Boston and Albany Railroad is less than one-half. Now, I doubt if even the most able State managers can operate the Tunnel line for some time to come in such a manner as to overcome the excessive cheapness as compared to other roads of the Boston and Albany line, especially on the through business to the West which is done at cost, or less, because of the incidental benefit accruing from cheap bread which it distributes at all its way stations. It must be evident at once from a consideration of these figures, that the only completely effective competition with the direct lines to Chicago must be by shorter lines, on which even at somewhat higher rates the cost would be less. Hence the immense importance of the line presented by Mr. Hibbard. It strikes the water line of the St. Lawrence far away from the competition of New York, and it strikes Georgian Bay and the water carriage of the great lakes only 714 miles distant, while Chicago is

975 miles. This line to the St. Lawrence, it is said, you can open even before the Tunnel itself can be completed by furnishing only \$300,000. If such should prove to be the fact, the test will be applied to Boston. Can her merchants help themselves? Next, can you promote the junction with South Boston? Can you handle this merchandise which may come by several ways from the north end of Lake Champlain, and may be most likely to come over the Fitchburg road, can you take it to the State land, and thus, by giving that land value, pay the cost of the Tunnel or even more? If you have the traffic can you build elevators and conduct the business after it has come to your door? These are the questions that are presented to you, each interlocked with the other, all forming a part of one great whole. The whole question is, Can Boston merchants rely on their own capital, skill and energy in the friendly rivalry with the sister city on Casco Bay or at the mouth of the Hudson? or will their effort end in discussion and making speeches rather than in doing the work which no one else can do for them? It is not pleasant to find out that it is a fact that while Boston grain merchants have been complaining of an unjust discrimination in favor of New York and against them, New York merchants have been shipping very large quantities of wheat to Liverpool via Boston, subject to the same discrimination, rather than to ship by way of New York.

Remarks of Mr. C. C. Coffin.

Mr. C. C. Coffin said the question under discussion was one that related not to Boston alone, but to all New England. If people were to live east of the Hudson river it must be by commerce and manufacturing, and not by agriculture. By statistics it could be shown that Vermont raises wheat enough to supply the people of the State thirty-seven days in the year; Maine supplies herself eleven days; New Hampshire nine days; Connecticut four days; Massachusetts produces enough for a slice of bread for breakfast and dinner, but not enough for supper, and Rhode Island raises enough to give each person in the State about one-sixteenth part of a mouthful of flapjack. The centre for beef in the United States is at Chicago, and for wheat at Milwaukee, the wheat coming principally from Northern Iowa, Wisconsin and Minnesota, above the forty-third parallel of latitude. The problem of cheap living was therefore to be solved by the solution of the other problem of cheap transportation. Mr. Coffin explained that by building the proposed bridge across the St. Lawrence at Coteau du Lac, near the mouth of Lake St. Francis, and the sixty miles of railroad down to the Great Northern line at the head of Lake Champlain, a route could be established with a grade of not over forty feet to the mile, except for a short distance between Orange Summit and the Connecticut river, where the grade is forty-nine feet. By this means the St. Clair flats and the narrow canals, through which no vessels of over 600 tons can pass, would be avoided, and vessels that carry 3000 and 4000 tons could make three trips to Georgian Bay where they now make two to Buffalo, carrying at four and five cents per bushel, and at the same time the grain would be as near to Boston at Georgian Bay as at Buffalo. This would also afford a better line than the Boston and Albany, and would avoid the expenditure of extending the Tunnel line to Oswego, where the competition with New York would be nearer equal if the grade down the Hudson were the same as that over the mountains. Mr. Coffin also referred to Burlington and Oswego as the lumber ports of the great Ottawa valley, and stated how by a continuation of efforts in certain directions the foreign grain trade could be secured for Boston, a good import trade established, and the rose-colored future for Boston be realized.

Mr. Henry Mayo,

Chairman of the Committee on Transportation, said that when he came in he hardly knew whether the meeting was declaring itself against State ownership of the Tunnel line or discussing the merits of the new Canadian railroad. He was sorry that Mr. Atkinson had gone away, because he wished to relate to him a little story. A friend had spoken to him of receiving a consignment of petroleum from the petroleum district for a New York house, which he disposed of and remitted the price. The question came back from New York, "Where is our rebate?" The gentleman was obliged to say that the railroad company didn't know anything about it, and the papers were sent

to New York. Pretty soon after a note was received that the rebate had been paid. Mr. Mayo thought there might be some just such cat in the meal in relation to the shipment of grain from Boston. He then said it was undoubtedly a fact that the best wheat fields on the continent were open to special advantage to Boston, and in order that the subject of this new line might be more fully considered than the Committee on Transportation had been able to consider it, he moved, and it was unanimously voted, that Messrs. Abner Kingman, William H. Lincoln and Daniel S. Jones be a special committee of the meeting to investigate the line of railroad represented by Mr. Hibbard and report upon the same.

Remarks of Charles Legge, Esq.

Mr. Hibbard then introduced Charles Legge, Esq., who was engineer for one-half of the Victoria bridge, across the St. Lawrence, at Montreal, and is now the engineer of this line and others built by the government. At the request of Hon. E. H. Derby, Mr. Legge stated that the Victoria bridge was two miles long, from shore to shore, and that in 1860 it cost \$6,300,000. The proposed bridge across the mouth of Lake St. Francis would be two miles and a quarter from shore to shore, but as it passes over a series of islands the actual structure would be but about one mile long. Built of wood it would cost \$1,000,000 and of lattice iron \$1,500,000. Mr. Hibbard said that very recently he had received offers to build the lattice iron bridge for \$1,000,000. Mr. Legge said the country through which the road would pass was very well suited to lay a railroad at a low price, and that beside building seventy miles of it the government would heavily subsidize the remainder if private capitalists would complete it.

Other Remarks.

Mr. N. C. Nash urged the necessity of securing the cheapest possible transportation from the west to Boston, setting aside the Tunnel, if necessary, and sinking a thousand times its cost if there were no other way of securing the desired end. Mr. Harrison Staples proposed as a better way to tranship grain from the foot of Georgian Bay at Collingwood, carry it by rail across the 70 intervening miles to Toronto, and from there move it by steamer to Oswego and utilize the Tunnel line. Mr. Edward Crane said the Hoosac Tunnel could be represented by seven ten-wheel Schenectady locomotives and 15 miles in distance. Beyond that the line when completed would not be better than the Boston and Albany. He took occasion to criticise Mr. Atkinson's remarks, and said it was about time for Massachusetts to put her foot on any man who dared to stand up and talk such dumb non-sense as that gentleman had rehearsed. Mr. C. W. Wilder spoke of the importance of two through lines to the west, and said that although he had had his turn in investing in moonshine roads, yet he was willing to contribute his mite toward the amount necessary to build this sixty miles of road. Mr. Bartlett gave his approval, received a vote of thanks, and the meeting adjourned.

(*Boston Post, Tuesday Morning, June 16, 1874.*)

OTTAWA AND GEORGIAN BAY.

Report of the Committee of the Corn Exchange on the Ottawa and Atlantic Railway— Discussion—Mr. Edward Kemble's Defence of the Grain Traders.

[REPORTED FOR THE BOSTON POST.]

A meeting of the citizens and merchants of Boston was held in the Corn Exchange room, yesterday, to hear the report of the committee appointed to examine into the affairs of the proposed railway connection with Ottawa and Georgian Bay. Mr. John B. Bartlett occupied the chair, and Mr. Charles W. Wilder offered the following

Report.

The undersigned Committee appointed by the public meeting held in Corn Exchange on Thursday, 11th June, 1874, to examine and report upon the proposed railway presented by Mr. Hibbard connecting with Ottawa and lines to Georgian Bay, beg to report:

- 1st. That we have examined the documents, charter and contract presented by Mr. Hibbard and find them well planned with full authority for connecting the line of rail through from Vermont connections to Ottawa.
- 2nd. That the line thus proposed is one of great importance to the interests of this city, and the small amount required from Boston to secure its connection with our own roads forbids either indifference or delay in its accomplishment.
- 3rd. That the advantages to be derived by our city and port from this connection with the Lakes will be great at the outset and beyond present calculations on completion of the line.
- 4th. That the financial results to those who may be disposed to participate in its construction are promising beyond the average of railway enterprises, by reason of the work already done and the liberal subsidies of the Canadian Government and municipalities, of \$500,000 which would seem to render certain its early completion.
- 5th. That the security for the moneys invested and the control of the key to the entire line we deem amply provided for in the plan proposed for subscriptions.
6. That the estimates of cost presented by Charles Legge, Esq., of Montreal, and the reports of W. S. Speden, of New Jersey, and Edward Appleton, Esq., of Boston, civil engineers, substantially concur as to the cost of construction.

Respectfully submitted.

(Signed) CHAS. W. WILDER,
" W. H. LINCOLN,
" DAN'L W. JOB.

A motion was made that the report be accepted, and it was seconded by Mr. Edward Kemble, President of the Corn Exchange, who took occasion to make the following reply to what was said by Mr. Atkinson at the previous meeting upon the subject of the proposed railroad.

Mr. Kemble's Remarks.

MR. CHAIRMAN—I was not able to be present at the meeting at which this Committee was appointed, but my attention has been called to some remarks made there which were, in my judgment, entirely uncalled for. The "apathy" which was complained of there on this question, if apathy there was, is doubtless explained by the fact that the public mind is now entirely occupied by another question of paramount interest, and the public in this respect is not inclined to believe, with one gentleman, that the projected Hoosac Tunnel line is to be a failure, and is not therefore quite so ready to take up a new one. I have myself expressed my interest in this matter of Mr. Hibbard's, to that gentleman personally; but I have said to him, also, as Massachusetts is now so absorbed in another question, I am afraid his scheme will not receive that attention which it deserves. I find the remarks to which I refer—those of Mr. Edward Atkinson—instead of being devoted to Mr. Hibbard's plan (of which he affects to think so highly), are principally directed to the grain interests of this city, with which he presumes to be very familiar. I repel his insinuations against that branch of business. They may be beneath notice, but I will for this once deny them. I do not believe those interests advocate a Hoosac Tunnel line merely because they may be benefitted by it. I myself am opposed to advocating any improvements at public expense for the benefit of any class interest, and I do not believe the breadstuffs interests of this city are so exclusive as that they advocate the establishment of another through line of railway solely because their own interests may be advanced thereby. The grain merchants do not certainly ask the State of Massachusetts to do anything for their special interest in this building of railroads. When business in grain cannot be done to advantage here, it can be done in New York; Boston merchants have done it there and can do it here. The question is, Does Massachusetts wish to cultivate certain interests and build up her commerce, her manufactures and her wealth? This is the question, and I will venture to assert there is not a man in the whole grain interest in this city who does not entertain a more liberal opinion on public matters, particularly this question, than the gentleman to whose remarks I am referring. He starts off with the statement—and as his remarks were written and I presume the printed copy is correct, and I quote from it—"The merchants shall learn that the State cannot help those who cannot help themselves." What a monstrous doctrine to enunciate! If the acts of Government were guided by such counsels what would become of the body politic? You may begin with the Government of a town and go up to the National Government, and when or where did such a doctrine ever prevail? What would become of progress or civilization, or humanity even, under such a stony principle? Are people prepared to disavow the acts of Government—either State or National—which have contributed to the advancement of mercantile interests, or which have come in at critical periods to aid Chicago, Louisiana or Mill River? Are gentlemen prepared to follow the counsel of such a leader? And yet this is one of the first principles to be acknowledged, according to this gentleman, before a grain export business can be established in Boston. I hope I may be excused for dwelling on such a point. The gentleman says a new set of interests will come here to establish the export business. What is going to bring them here? The gentleman's liberal views and the privilege of going to work at once to buy the Hoosac Tunnel, which the State will not sell, and build railroads? I think gentlemen seeking business of this sort will be much more likely to go where facilities exist already. I do not wish to say anything against Mr. Hibbard's plan, but I might say the Hoosac Tunnel Railway, if carried to Lake Ontario, where it ought to go, will connect us with Georgian Bay, which is thought to be and is a favorable point. The gentleman said he was doing something himself to "promote the business of this port, without State aid, by promoting the organization of the 'junction railroad' to carry western and northwestern traffic to the State land or South Boston." I would like to ask him if he has not desired the State to do anything in this work in connection with terminal facilities, and further, if he alludes to the projected road from Framingham to South Boston, in which he was formerly a director?

If this is the road I desire to ask him still further why he is not now a director there? Then, sir, the gentleman goes on to eulogize the Boston and Albany Railroad and the New York Central road, and states that grain is now brought over those routes at through rates per mile which it is hopeless for any line of nearly equal length to equal, etc. Does the gentleman suppose when he utters such a sentiment that anybody will believe him? Does he suppose that the roads he named, with all their "watered stock," can compete on the contrary with a line of equal length if built and put to work at cost? He says the merchants engaged in the grain business have failed to build up an export trade, and the agents of the Boston and Albany Railroad and the Cunard steamers were compelled to do business on their own account. This statement is not true. It is not true, sir. When the Cunard steamers returned to this port three years ago the agent was informed by merchants here that they would ship grain at fair rates of freight, "*even if they did not receive one cent of profit from the business,*" and I dare the gentleman to deny it. That is a fact, sir, whatever the gentleman may say to the contrary; and they did ship; they did what they said they would do. I regret to intrude upon you in this way, but it is high time some of the misstatements which are constantly being put out by certain parties in regard to certain interests here should be contradicted. The gentleman says these interests had better stop making speeches and do something. For my own part, I think it is time these interests said something. They have been quiet too long. I know the gentleman is not much given to speech-making, but I venture the opinion that it is rather because of the quantity of his speeches than their quality that so few replies are made to them. I am in sympathy with Mr. Hibbard's plans, and I wish them success. But, as I have before said, I doubt if the present time is the most opportune for their presentation.

Mr. George F. Stone

said that he had occasion to be in St. Albans a short time ago and made inquiry of Gov. Snythe about this road, and he confirmed everything that had been said about it. Their engineer had been sent out on the line to see the work done there, and he reported that the hardest part of the work had been done between the St. Lawrence river and Ottawa. The report of the Committee was then accepted.

Mr. Hibbard

then addressed the Chair and said :—

MR. CHAIRMAN—The cheerful manner in which the gentlemen composing your Board of Trade, Commercial Club, and specially your Transportation Committee, have exerted themselves to promote the presentation of the enterprise which brought me to your city, calls for the warmest thanks of those interested with me in seeking to connect the Ottawa region with your city by direct rail. For myself, sir, I fail to find words to express the gratitude which their kindness to a stranger coming among them as I did impels me to attempt on this my first opportunity, and I can only account for this kindness from the fact that the object of my visit has possessed such merit in their estimation as to call forth this kind of treatment. To your Committee in particular, sir, I feel under deepest obligations for their sacrifice of time from their private business to make so patient, thorough and prompt an investigation of our documents. The opinion which they have expressed in writing fully covers all that I could have asked, and must carry conviction to all. It so completely meets all the points desired that I need hardly make further comment, and yet you will pardon me for saying that the subject assumes vastly more importance to your good city the more I think of it. Most gladly would I take your merchants and citizens with me on a tour of inspection to those regions of material wealth lying adjacent to our capital, Ottawa. Days might be spent in the attempt to grasp the immensity both of timber and mineral riches, and when, exhausted, they return to their city homes, it would be but to repeat the Queen of Sheba's report, "Behold the half has not been told me." I trust, Mr. Chairman, this report of your committee will suffice to fasten the attention of this community to the importance of such action as will secure the object in view, and that we shall soon be able to report that this effort has not been in vain.

The meeting then adjourned.

(Daily Evening Traveller, Tuesday, June 16, 1874.)

THE GEORGIAN BAY RAILROAD PROJECT.

Yesterday afternoon a meeting of the merchants and citizens was held at the Corn Exchange to hear the report of the committee appointed to investigate the proposed railway connection between the port of Boston and Lake Superior via Ottawa and Georgian Bay. The meeting was called to order shortly after three o'clock, John B. Bartlett occupying the chair, and C. C. Coffin acting as secretary.

Charles W. Wilder, in behalf of the committee, submitted the following report :

The undersigned committee, appointed by the public meeting held in the Corn Exchange on Thursday, June 11, 1874, to examine and report upon the proposed railway, presented by Mr. Hibbard, connecting with Ottawa and lines to Georgian Bay, beg to report :

First, that we have examined the documents, charter and contract presented by Mr. Hibbard, and find them well planned, with full authority for cementing the line of rail through from Vermont connections to Ottawa.

Second, that the line thus proposed is one of great importance to the interests of this city, and the small amount required from Boston to secure its connection with our own roads forbids either indifference or delay in its accomplishment.

Third, that the advantages to be derived by our city and port from this connection with the lakes will be great at the outset and beyond present calculation on completion of the line.

Fourth, that the financial results to those who may be disposed to participate in its construction are promising beyond the average of railway enterprises, by reason of the work already done, and the liberal subsidies of the Canadian government and municipalities of \$500,000, which would seem to render certain its early completion.

Fifth, that the security for the moneys invested and the control of the entire line we deem amply provided for in the plan proposed for subscriptions.

Sixth, that the estimate of cost presented by Charles Legge, Esq., of Montreal, and the reports of W. S. Smeden, Esq., of New Jersey, and Edward Appleton, Esq., of Boston, civil engineers, substantially concur as to the cost of construction.

Respectfully submitted.

CHARLES W. WILDER,
WILLIAM H. LINCOLN,
DANIEL W. JOH.

Edward Kenble moved the acceptance of the report. He endorsed the plans of Mr. Hibbard. In regard to the remarks of Edward Atkinson, made at the last meeting, at which he was not present, he wished to say that in his opinion they were not called for. That the public mind was at all apathetic on the subject, as had been said, was explained in the fact that it was occupied by another subject of equal importance, and showed that it was believed the tunnel line would not be a failure. The speaker was not an advocate of the Hoosac line, but was opposed to the advocacy of any line which was in favor of only one interest. Certain remarks of Mr. Atkinson were then quoted and made the subject of comment.

George F. Stone seconded the motion to accept the report. He said that while at St. Alban's recently he was informed by Governor Smith that Mr. Hibbard's statements were all correct, and the hardest part of the work had been done.

The report was then accepted, and the committee discharged, after which Mr. Hibbard expressed his thanks for the promptitude of the committee, and the meeting was adjourned.

(Boston Journal, Tuesday Morning, June 16, 1874.)

The Committee on the proposed Railroad to Georgian Bay reported yesterday at the Corn Exchange.

BOSTON TO OTTAWA.

Meeting at the Corn Exchange.

A meeting of merchants and citizens was held yesterday afternoon at the Corn Exchange to receive the report of the committee appointed to examine the proposed railway connection with Ottawa and Georgian Bay. John B. Bartlett took the chair, and C. C. Coffin was elected Secretary. Col. Charles W. Wilder presented the following report :

The undersigned committee, appointed by the public meeting held in the Corn Exchange on Thursday, June 11, 1874, to examine and report upon the proposed railway, presented by Mr. Hibbard, connecting Ottawa with lines to Georgian Bay, beg leave to report : 1st, That we have examined the documents, charter and contracts presented by Mr. Hibbard, and find them well planned with full authority for connecting the line of rail through from Vermont connections to Ottawa. 2nd, That the line thus proposed is one of great importance to the interests of this city, and the small amount required from Boston to secure its connection with our own roads forbids either indifference or delay in its accomplishment. 3rd, That the advantages to be derived by our city and port from this connection with the lakes will be great at the outset and beyond present calculation on the completion of the line. 4th, That the financial results to those who may be disposed to participate in its construction are promising beyond the average of railway enterprises by reason of the work already done and the liberal subsidies of the Canadian Government and the municipalities of \$500,000, which would seem to render certain its early completion. 5th, That the security for the moneys invested and the control of the key of the entire line we deem amply provided for in the plan proposed for subscriptions. 6th, That the estimates of cost presented by Charles Legg, Esq., of Montreal and the reports of W. S. Sneden of New Jersey and Edward Appleton, Esq., of Boston, civil engineers, substantially concur as to the cost of construction,

Respectfully submitted,

CHARLES W. WILDER,
W. H. LINCOLN,
DANIEL W. JOH.

The report was accepted, and after a few statements by Mr. Edward Kemble and Mr. Hibbard, the meeting adjourned.

(*Boston Daily Globe, Tuesday Morning, June 16. 1874.*)

TRANSPORTATION.

Report of the Committee on the Proposed Railroad by Ottawa and Georgian Bay.

The adjourned meeting of Boston merchants to listen to a report of the committee appointed last Thursday, to consider the proposed connection, by railway, of this port and Lake Superior, via Ottawa and the Georgian Bay, was called in the Corn Exchange, yesterday afternoon, shortly after 3 o'clock, Mr. J. B. Bartlett presiding. Mr. C. C. Coffin was chosen secretary. Mr. Wilder, in behalf of the committee on the Transportation Question, made the following report :

The undersigned committee, appointed by the public meeting held in the Corn Exchange on Thursday, June 11, 1874, to examine and report upon the proposed railway, presented by Mr. Hibbard, connecting with Ottawa and lines to Georgian Bay, beg to report :

First, that we have examined the documents, charter and contract presented by Mr. Hibbard, and find them well planned, with full authority for cementing the line of rail through from Vermont connections to Ottawa.

Second, that the line thus proposed is one of great importance to the interests of this city, and the small amount required from Boston to secure its connection with our own roads forbids either indifference or delay in its accomplishment.

Third, that the advantages to be derived by our city and port from this connection with the lakes will be great at the outset and beyond present calculation on completion of the line.

Fourth, that the financial results to those who may be disposed to participate in its construction, are promising beyond the average of railway enterprises, by reason of the work already done, and the liberal subsidies of the Canadian Government and municipalities of \$500,000, which would seem to render certain its early completion.

Fifth, that the security for the moneys invested and the control of the entire line we deem amply provided for in the plan proposed for subscriptions.

Sixth, that the estimate of cost presented by Charles Legge, Esq., of Montreal, and the reports of W. S. Sneden, Esq., of New Jersey, and Edward Appleton, Esq., of Boston, Civil Engineers, substantially concur as to the cost of construction.

Respectfully submitted,

CHARLES W. WILDER.
WILLIAM H. LINCOLN.
DANIEL W. JOU.

Mr. Edward Kemble moved the acceptance of the report, saying that he approved of the plans of Mr. Hibbard, but wished to say something in regard to Mr. Edward Atkinson's remarks at the last meeting, at which he himself was not present. He considered the remarks uncalled for. That the public mind was at all apathetic on the subject, as had been said, was explained in the fact that it was occupied by another subject of equal importance, and showed that it was believed the tunnel line would not be a failure. He (Mr. Kemble) was not devoted to Mr. Hibbard's plan, but did not like the insinuations against the grain trade. He was not an advocate of the Hoosac line, but was opposed to the advocacy of any line which was in favor of only one interest. He then made some extracts from Mr. Atkinson's speech, and

commented on them, saying, in conclusion, that if anybody had failed to reply to him, it was because of the quantity and not the quality of his speeches. Mr. Kemble, however, did not think the present an opportune time to accept Mr. Hibbard's plans, although he moved the acceptance of the report.

Mr. Stone seconded the motion, saying that at St. Albans, recently, he was informed by Governor Smith that Mr. Hibbard's statements were all correct, and the hardest part of the work had been done.

The report was then accepted, and the committee discharged, after which Mr. Hibbard expressed his thanks for the promptitude of the committee, and the meeting was adjourned.

(Boston Daily Advertiser, Tuesday Morning, June 16, 1874)

The committee appointed last week to investigate in regard to the new route, to the west, by way of Ottawa and Georgian Bay, reported yesterday afternoon favorably to the project.

The report on the railroad scheme designed to connect Boston with the west by way of Ottawa and Georgian Bay is very favorable, and it is to be hoped that the amount of money needed to secure this route to Boston may be speedily secured. The advantages promised are well worth the consideration of our merchants, for they appeal directly to the commercial community. Boston will be placed in nearer communication with the western grain fields, and will establish closer relations with Canada by this road. The cost of transportation will be lessened and a larger market will be opened to us. There is very good reason to believe, also, that the line will be an excellent investment in itself considered. Boston has invested millions of money in railroads that have built up other cities. Now she is asked to risk something on her own account in a road heavily subsidized by the Canadian government. The representations made by Mr. Hibbard were very tempting; a committee of intelligent merchants, after careful examination, pronounces these statements true and trustworthy. But if business is to be built up, something more must be done than to hold meetings and encourage each other by speeches. Unless those who have money to invest are willing to invest it where it will help both Boston and themselves, the opportunity may be lost.

(*Evening Transcript, Tuesday, June 16, 1874.*)

The Proposed Georgian Bay Route to the West.

A company of gentlemen, interested in the proposed route to the West by way of Ottawa and Georgian Bay, met in Corn Exchange Hall yesterday afternoon to hear the report of the committee appointed at the meeting held last week. Mr. John B. Bartlett presided, and Mr. C. C. Coffin was chosen Secretary. Mr. Charles W. Wilder presented the following report :

The undersigned committee, appointed by the public meeting held in the Corn Exchange on Monday, the 11th of June, to examine and report upon the proposed railway presented by Mr. Hibbard, connecting with Ottawa and Georgian Bay, beg leave to report—

First—That we have examined the documents, charter and contract presented by Mr. Hibbard, and find them well planned, with full authority for cementing the line of rail through from Vermont connections to Ottawa.

Second—That the line thus proposed is one of great importance to the interest of this city, and the small amount required from Boston to secure its connection with our own roads, forbids either indifference or delay in its accomplishment.

Third—That the advantages to be derived by our city and port from this connection with the lakes will be great at the outset and beyond present calculation on the completion of the line.

Fourth—That the financial results to those who may be disposed to participate in its construction are promising beyond the majority of railway enterprises by reason of the work already done and the liberal subsidies of the Canadian Government and various municipalities of \$500,000, which would seem to render certain its early completion.

Fifth—That the securities for the moneys invested and the control of the key to the entire line, we deem amply provided for in the plan proposed for subscriptions.

Sixth—That the estimates of cost presented by Charles Legge of Montreal, and the report of W. S. Sneden, of New Jersey, and Edward Appleton, of Boston, Civil Engineers, substantially concur as to the cost of construction.

Respectfully submitted.

CHARLES W. WILDER.
W. L. LINCOLN.
DANIEL W. JOB.

The Report was accepted.

Mr. Edward Kenble made a short speech, in which he favored Mr. Hibbard's project, but took occasion chiefly to criticise Mr. Edward Atkinson, for certain statements made by him at the previous meeting.

Mr. Stone said that having occasion to visit St. Albans a short time ago he had inquired of Governor Smith in regard to the road, and he had confirmed all the favorable statements that had been made, that the worst part of the work had been completed between the St. Lawrence River and Ottawa, and that Mr. Hibbard's plans were correct and trustworthy.

Mr. Hibbard in a few words expressed his thanks to the Commercial Club and Board of Trade, and especially to the Committee, and the meeting then adjourned.



