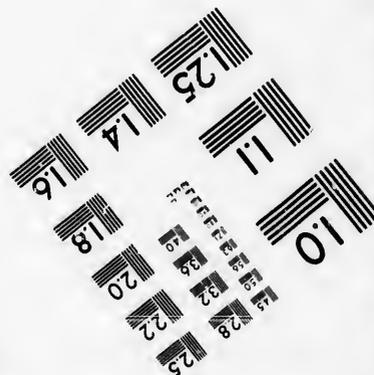
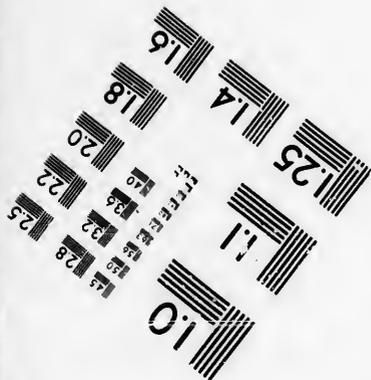
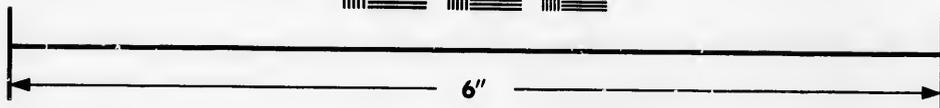
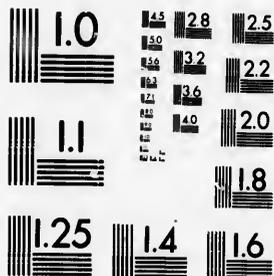


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**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 Microproductions / Institut canadien de microreproductions historiques

© 1986

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
distorsion 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: / [Printed ephemera] [4] p.
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 |
| | | | | | | | / | | | | |

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

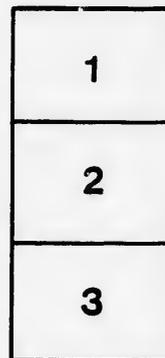
D. B. Weldon Library
University of Western Ontario
(Regional History Room)

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:

D. B. Weldon Library
University of Western Ontario
(Regional History Room)

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 terminent 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.

2 To be read

RAILWAY IN CANADA WEST,

FROM THE TOWN OF WOODSTOCK TO LAKE ERIE;

The Act for it being granted FOR EVER, on the 22nd of July, 1847, and approved of by the Queen on the 15th of April, 1848; shewn to return a Profit of Thirty per Cent. upon the Capital invested. (See the Statement on the second and third Pages.)

This Act incorporates a Company to transport, from Western Canada, Plank Timber, Passengers, Goods and Merchandise, from Woodstock on the North side of Lake Erie to Buffalo, Cleveland, New York, &c. on the South side; the Charter being granted with liberty to construct one or more Harbours, with Steam Boats, Ships, &c. &c. and to receive the Port Dues.

CAPITAL £250,000.,

To be held in 50,000 Shares, of £5. Sterling each; three-fourths to be subscribed in England, the remainder in Canada; which last is all subscribed, and deposit of one per cent. per Share paid. An Instalment of 5s. per Share required when taken.

Committee in Canada West.

Col. ALEX. W. LIGHT, H. M. 25th Regt. J. P. Chairman and President.
D. S. M'QUEEN, Esq. Judge of District Court, Chairman of Quarter Sessions of Brock District, Woodstock the Capital.

JAMES CARRALL, Esq. Sheriff, Brock District.
JOHN S. TANSITTART, Esq. J. P., &c. &c. &c.
GEORGE ALEXANDER, Esq., J. P.

London Committee.

The Shareholders (by the Charter) not to be responsible for any sum beyond the original cost of the share or shares taken, and to be possessed of as many votes as shares. It will require a Shareholder to take 100 shares to be appointed a Director.

Directors to be chosen by a majority of voices, by proxy as well as by personal votes.

Directors in Canada or in England cannot be arrested for Company's debts (arrest for debt being abolished in Canada).

Amount of Capital may be increased by application to the Provincial Parliament.

The whole line of the Railway lands belongs to private individuals, who have granted it free of cost to the Company; together with the timber for its construction.

The whole of the Saw Millers, amounting to 147, and 27 Flour Millers, pledge themselves to proceed by the Railway to the Company's harbours. The Railway will be completed in one year, there not being found by the survey already made one single impediment. The Shareholders will receive 5 per cent. for the sums advanced during its construction.

The expense of the Main Branch of Railway of 40 miles, together with the expense of the Harbour, two Steam Boats and 16 Schooners, with 140 Wagons, to hold 5,000 feet of Sawn Timber each, 9 Locomotives, Passenger Cars, &c. &c., will cost but little more than £3. a share.

Pine, Oak, and Black Walnut Timber abound on the line of the proposed Railway from Woodstock to Lake Erie, while 500 daily increasing towns require it on the American side, and cannot procure it elsewhere, insuring to the Company an immense traffic, so long as the 150,000 acres of the Pine and Oak lands last, which grow nowhere else but in a belt to the south of Woodstock, on the Grand river, and to the north on Lake Huron.

The Committee, having expended a large sum for information, the Survey, the passing of the Charter, &c. &c. &c., require 1 per cent. per share to carry on the Survey of the Ports, and many other contingent expenses. This is to be paid upon the shares being taken, but will be accounted for. They also conscientiously declare there is no such good investment for capital elsewhere in the world.

Note—The way leave, Pine, and Oak, are given to the Company costless. The sleepers, of 1½ feet broad by 8 inches, of Pine or Oak, can be squared and placed on the line of road at 10s. a hundred feet, making both sides of the Railway £1., or £52. 18s. a mile. The stringers can be sawn 8 inches by 6, at £53. a mile, laying down £300. a mile, as the line is generally quite flat. The ties, or cross bars, notched every three feet, at £53. a mile. This is only £100. a mile.—say £200. a mile. The grading will be only quite sufficient for the expenditure of the Woodstock Railway.

REMARKS.

The Promoters of this new and important undertaking for the welfare of Western Canada are able to shew, by letters and surveys, that their plan is so feasible, their prospects of traffic so undeniable, and the whole of their data so secure and satisfactory, as will at once command attention and support. Their object is to embrace the carrying trade of the sawn timber, flour, &c. of the extensive District of Brock and others south of it (of which the flourishing capital of Woodstock is the centre) to a Harbour, (to be constructed) on the North side of Lake Erie, either at or near Big Creek, or at the Otter Creek, or on both; from whence the whole of the immense produce from 177 Saw Mills, especially in Sawn Timber, will be conveyed across the Lake Erie to Buffalo, Cleveland, New York, and a countless number of other towns in the American States, which it is fully ascertained will take the whole of it; the ordinary Saw Mills cutting 6000 feet a day of inch plank, and those propelled by steam double the amount, nearly all the year round (see Mr. Neaves' Report below).

At present, from want of roads to Lake Erie, on the Canadian side, not more than 20 or 30 of the Millers near the coast can now transport their Timber or Flour to the American side of it.

The Americans will be equally benefited by an increased commercial intercourse, as instead of their paying, as is now done, 14, 16 and 18 dollars a 1000 feet, and even 30 dollars at New York, for their plank timber, it can be supplied to them, from the cheapness of its conveyance by a Railway, at 7, 9, and 11 dollars the 1000 feet on the American side, and only 5, 7, and 9 dollars at the Company's harbour, of better or inferior qualities, with equal profit to the Millers themselves as to those selling it.

The Authors of this useful work recommend a cheap Railway at first, like the better sort of those adopted in America. A det. station was sent from Woodstock to minutely examine the Detroit and Kalamazoo Railway, 146 miles in extent, which only cost £1500. Currency a mile, with the timber paid for; it has lasted 14 or 15 years, and paid full 15 per cent.

The Committee are assured, from all the circumstances before stated, that the Woodstock Railway can be constructed for £1200. currency a mile, and in a more substantial manner; and such a road will last indefinitely with repairs, as estimated in second page.

No. 1. Extract of Mr. Neaves' letter, dated 18th August, 1847, states "that the Saw and Flour Millers work their full time in Winter, and are only retarded in their work in the month of August; that they will work 340 days in the year." Signed George Neaves.

No. 2. Letter of Mr. Neaves, who on visiting each of the Saw and Flour Mills, found them to be 147 in number, and then ascertained that 30 more would be established the moment the Woodstock Railway was commenced, with Cloth Factories, Smelting Mills, Tanneries, and 5 Steam Mills, &c.

No. 3. Letter of Mr. Neaves gives the names of all the 147 Saw and Flour Millers, with their lots, concessions, and townships, and where situated in the District, with the number of acres of Pine, Oak and Black Walnut in each, amounting to 150,000 acres. Signed G. Neaves.

Extract of J. Moore, Esq.'s letter, Canada West, from 13 years' experience as a Timber Merchant. "He is confident that all the Plank Timber which may be cut in Western Canada will be required in the United States, as they cannot receive it from any other source." Signed J. Moore.
Many other letters to this effect are received. This is fully corroborated by Assistant-Engineer, Mr. Wm. M' Murray's statement, working in America. See also his letter in full.

AGREED, that Col. LIGHT do proceed to England to obtain Shares to carry forward the Woodstock Railway, and attend to the general business thereof.

"We, the undersigned Gentlemen, acting as a Provisional Committee, and other Landed Proprietors at or near the City of Woodstock, the Capital of the Brock District, Canada West, do authorise Colonel A. W. Light to proceed to England, to obtain the money on the shares of the Woodstock and Lake Erie Railway, he being well acquainted with all the particulars of the said important Railway." Signed by forty-three Proprietors at or near Woodstock; and if time or necessity required, one or more thousand names might be added to the list.

DEBTOR.

Estimate of the Woodstock (called Oxford in the Maps) and Lake Erie Railway, Canada West, (without noticing any of those 30 Mills intended to be erected when the Railway is commenced, or the 6 Steam Mills), there now being in operation 147 Saw Mills in the District near the line of Railway.

| | CURRENCY. |
|---|--------------|
| To making 40 miles of a cheap but a substantial Railway, to a Harbour at or near the mouth of Big Creek on Lake Erie. The amount (£103,107.) from the cheapness of all the Timber and Land which is offered gratuitously, includes not only the Railway, but the 9 Locomotives, 140 Wagons, 6 Passenger Cars, Iron, Oil, Smiths' Shops, &c. and every article required for such a Railway, costing £2,577. 13s. 6d. currency a mile, or | £103,107 0 0 |
| Cost of constructing a good Port at Lake Erie. The Harbour at Port Dover, which is but a small and indifferent one, costing the Canadian Government £8,000. The Committee recommend the Company to construct one more than double its dimensions, which the amount now debited will insure, and afford a very superior accommodation for their Vessels | 20,000 0 0 |
| Price of 16 large Schooners, of from 250 to 300 tons burden, such Craft being found very superior to all others for the Lake Timber Trade, at a charge of £1,500. each, to be built where the Oak and Pine Timber is so cheap, of a superior class | 24,000 0 0 |
| Price of two Light Steam Packets, one to proceed to, and return from Buffalo daily, the other to and from Cleveland, to carry only Passengers and Merchandise across Lake Erie, for 8 summer months, costing £12,000. each, or | 24,000 0 0 |
| Total Capital required for a direct Railway to the Port, from Woodstock | £171,107 0 0 |
| Amount of the Yearly Expenses to be deducted from the Profits of the Woodstock and Lake Erie Railway:— | |
| Yearly Repairing and Running a Railway 40 miles, including all expenses | 10,100 0 0 |
| Yearly Repairing the Port constructed by the Company | 400 0 0 |
| Charges on each Steam Boat a year, costing £12,000. each:— | |
| Sinking Fund | £900 0 0 |
| Wear and Tear | 300 0 0 |
| Wood Fuel, for Engine | 500 0 0 |
| Captain, Crew and Provisions | 1,100 0 0 |
| | 2,800 0 0 |
| Multiplied by Steamers | 2 |
| | 5,600 0 |
| Yearly Charges on each Schooner:— | |
| Sinking Fund on each Schooner | £150 0 0 |
| Wear and Tear | 50 0 |
| Expenses of Captain, Crew and Provisions .. | 240 0 |
| | 440 0 0 |
| Multiplied by Schooners | 16 |
| | 7,040 0 0 |
| Total Yearly Expenditure | £23,140 0 0 |

N. B. If only a single Railway and one Port be at first constructed, only £5. of the Capital will be called, as Currency is less than Sterling Money by *one-ninth*, independently of 10 pe. cent. premium given on Bills drawn on England, which would leave £24,000. overplus, to the Company's credit.

The Second Estimate, including the side Railway to Port Burwell, the two Steam Boats, 20 Schooners, and the second Port, will clear 30 per cent. per share a year; the Prospectus of which may be obtained or seen at the Office; and there will be £43,000. over.

CREDITOR.

Estimate of Credit on the Woodstock and Lake Erie Railway, computing only 147 Saw Mills on the line of road, and 27 Flour Mills, without including the 6 Steam Mills, or the 30 Mills to be erected when the Railway begins.

| | CURRENCY. |
|--|-------------|
| These Mills, except four, will cut 6,000 feet of Plank Timber a day, but let 1,500 feet of this Plank Timber (or only one quarter of it) be transported to the Harbour by the Railway; and as the Saw Millers work 340 days in the year, if not more (according to Mr. Neave's report), here will be 1500 feet of sawn timber, multiplied by 147 Mills, 340 days, at 7s. 6d. a 1,000 feet for the carriage to the Port—say 75,000,000 feet | £28,125 0 0 |
| 50,000 cubic feet of squared Oak Timber, at 15s. per 100 feet | 1,500 0 0 |
| 40,000 Barrels of Flour, to be taken to the Port from 20 Flour Mills, at 9d. per barrel | 1,500 0 0 |
| 250,000 Staves, at £2. per 1,000 | 500 0 0 |
| 20,000 Shingle Bolts, at 6d. each, for the making of Shingle Tiles | 500 0 0 |
| Provisions exported, costing for its carriage to the Port on Lake Erie | 500 0 0 |
| 30,000 Barrels of Salt, carried from the Port inland, costing 1s. per barrel | 1,500 0 0 |
| 1,000 Tons of Iron, from and to the Port, at 15s. per ton | 750 0 0 |
| Transport of Coals from the Port to the interior of Canada, for Forges, imported from American States Do. of Merchandise from the Port to the interior of Canada by land, from England and American States | 2,000 0 0 |
| Conveyance of 25 Passengers each way per day, or 50 for 200 days in the year, equal to 10,000, at 7s. 6d. each | 3,750 0 0 |
| | 41,125 0 0 |
| Transport of 75,000,000 feet of Cut Plank Timber across the Lake Erie to Buffalo and Cleveland, at 7s. 6d. a 1,000 feet | £28,125 0 0 |
| Do. Merchandise, Salt, Coal, &c. &c. from the Americans, imported by Steam Boats .. | 5,000 0 0 |
| Transport of Passengers to and from the American States from and to the Company's Port, across Lake Erie, at 12s. 6d. per head | 3,150 0 0 |
| Port Dues, for £20,000. capital invested in building it, at 5 per cent. This must greatly increase | 1,000 0 0 |
| | 38,275 0 0 |
| | 79,390 0 0 |
| Deduct the Annual Expenses, as on the Debtor side | 23,140 0 0 |
| | 56,250 0 0 |
| Deduct for 15 Saw Mills near the Port | 2,531 0 0 |
| | £53,719 0 0 |

These sums give a profit of above 30 per cent., for only one quarter of the Timber sold. This is a much greater amount of interest than has ever yet been offered to the British Public, as a permanent provision for the capital to be advanced, and which must eventually be more than doubled.

The above Estimate does not include the 6 Steam Mills for cutting plank now in operation, neither the Smelting Mills, of which there are two or three; nor Tanneries, Felling Mills, and Cloth Factories, with the working Mines in Raw Terra de Sienna, Burnt Sienna, and a very fine Mineral Brown, supposed to be Estile de Grain; neither does it include the great quantity of Black Walnut Plank sold both in Canada and American States, for the making of furniture, equal to Rosewood, especially when speckled or striped; nor speckled and striped Maple, nor the striped Cherry Tree; a great export of all which yearly occurs, as well as in the inland trade through the Canadas, and only to be obtained in any quantity in the Brock District, and the southern townships of Walsingham, Houghton, and Bayham; and the 4,500 feet of Pine plank left extra at the Mills, although they may not be taken by the Company to either of the Ports, yet as the roads are in general very bad, they will be taken to the towns which now exist or will arise on or near the route, in preference, and thus greatly swell the profits to those above-stated, which, in every probability, will amount to treble this Estimate in less than five years after the Railway is in operation. And should there be a war, which is not probable, the interior traffic for the supply of timber to the numerous towns which now exist, or that will arise, both on the Woodstock and Lake Erie Railway, and that on the Great Western, will even then pay 15 or 20 per cent. profit, as the Pine and Oak Timber is nowhere else to be obtained at approachable distances, but to the southward and north of Woodstock. In fact the whole world may be challenged to shew equal traffic, or even the half of it, in so short a line, or to warrant such profits for invested Capital.

N.B. Take away every adventitious article (and we can send the flour and pork down the St. Lawrence as cheap as can the Americans down the Erie Canal), and give only the profits on one quarter of the Plank Timber alone cut by the Saw Mills, the profits on the Railway are above 20 per cent.

