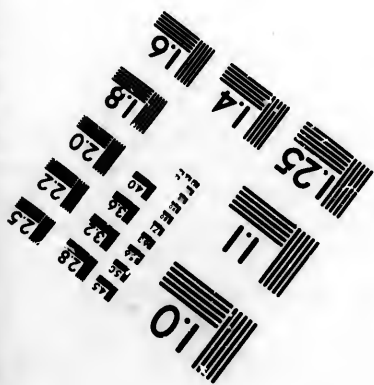
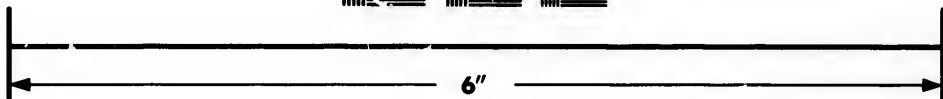
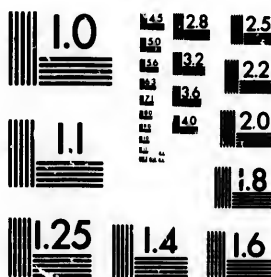


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

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

128
125
122
120
118

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

oi

© 1983

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
					✓						

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

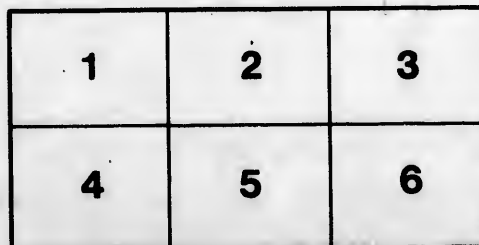
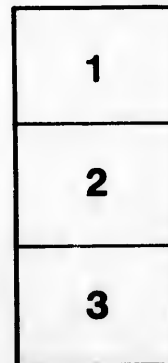
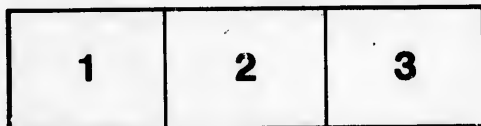
Library of the Public
Archives of Canada

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

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

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

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



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

La bibliothèque des Archives
publiques du Canada

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

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

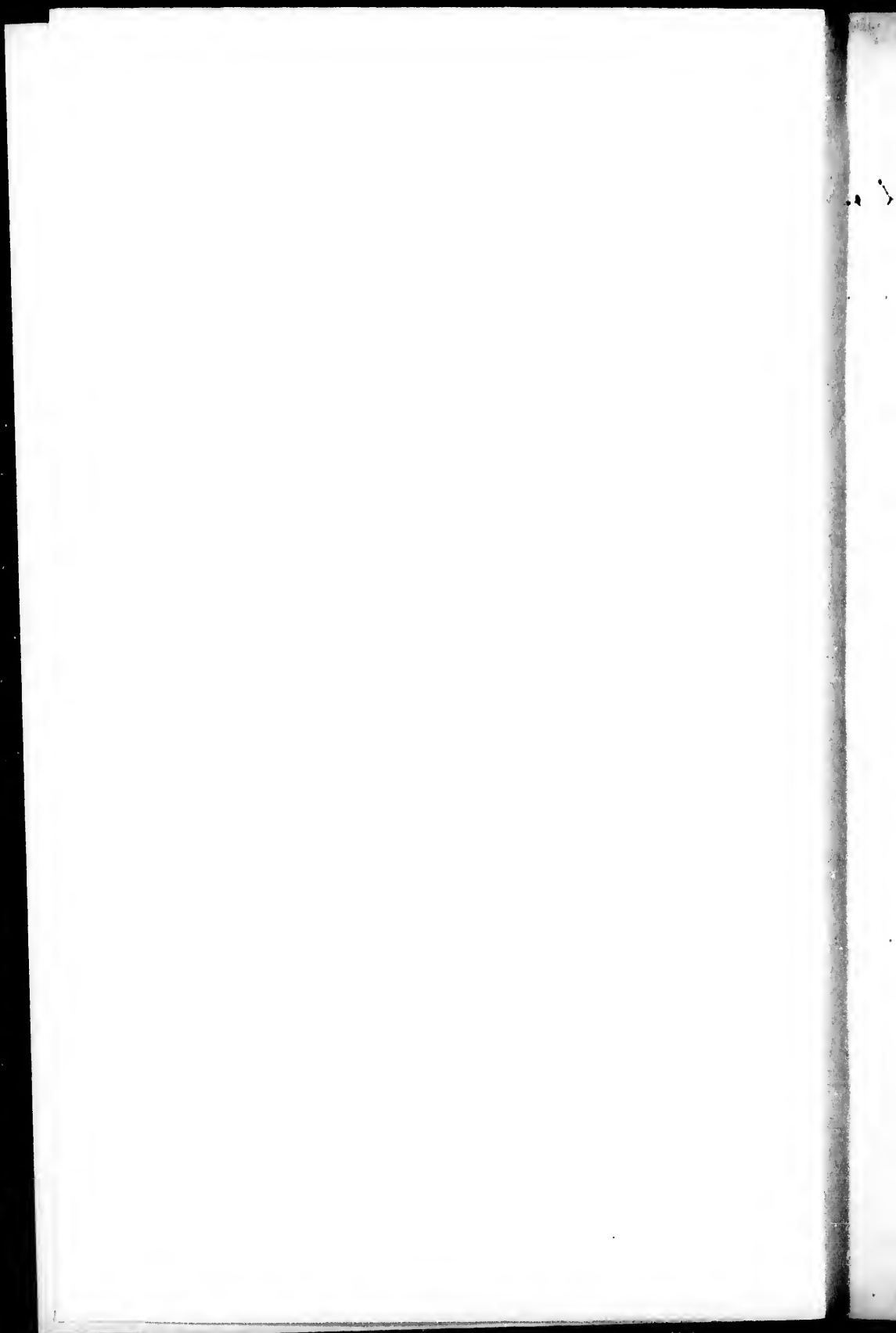
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

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

ails
du
diffler
une
page

rrata
o

pelure,
n à



Mud

REPORT

OF THE

COMMITTEE OF THE COMMON COUNCIL

UPON THE

INTERNATIONAL BRIDGE

AND ITS

IMPORTANCE TO THE CITY OF BUFFALO,

WITH PROPOSITIONS MADE FOR THE RENTAL OF THE
STRUCTURE BY THE BUFFALO AND LAKE HURON, AND
THE NIAGARA AND DETROIT RIVERS RAILWAYS.

BUFFALO:
COURIER STEAM PRINTING HOUSE, 192 WASHINGTON STREET.

1858.

101

REPORT.

TO THE HONORABLE, THE COMMON COUNCIL OF THE CITY OF
BUFFALO:

The committee appointed by your Honorable Body pursuant to the following recommendation and resolution, respectfully submit the following report:

MAYORS' OFFICE, }
Buffalo, June 7th, 1858. }

To the Hon. the Common Council of the City of Buffalo:

Gentlemen:—At a meeting of citizens held at my office, recently, I was authorized to appoint a committee to visit Canada for the purpose of seeing the section of country proposed to be rendered more accessible to this city by the International Bridge, and also to examine the plans of railroad bridges already constructed. I regard it desirable that the Common Council should appoint some one or more of their number to accompany this committee. Should this suggestion meet your approval you will please to designate such a committee.

Respectfully yours,

T. T. LOCKWOOD, Mayor.

Ald. TANNER moved that the said communication be filed, and that a committee of seven aldermen be appointed by the President. Carried.

Ald. Tanner, Truman, Colegrove, Dann, Hagan, Ambrose and Bettinger were appointed.

On motion, the President was added to said committee.

Your committee feeling the importance of this question have endeavored to avail themselves of every opportunity to gather facts, statistics and information, with regard to the International Bridge and its influence upon the commercial growth and the material prosperity of the city of Buffalo. It is but just, in the outset, that your committee should acknowledge the kindness and uniform courtesy of their Provincial friends, in the investigation of this subject, and as showing the deep interest felt in the construction of this International union across the Niagara River, your committee were the recipients of free tickets for themselves, and a delegate from each of the city press, from the Buffalo and Lake Huron, the Great Western, and the Grand Trunk Railways, by which they were enabled to pass over these various lines, examine the bridges, and gather such facts as might have a bearing upon this question.

Your committee feel that the bridging the Niagara River at this point is of vital importance to our city, promising to open up and develop by means of railways the rich agricultural regions of Canada, and by the adjuncts of steam and sail, to put us in intimate communication with the unlimited mineral and agricultural resources of the Lake Superior country, and to bring to our city a trade that has heretofore been secured to Cleveland, Detroit and Chicago. The distance from Sault Ste Marie via Goderich is 395 miles, and will be reached by the traveler in 21 hours; while Chicago is 480 miles, a difference in distance and time greatly in our favor. Nor is this all, over this line will ultimately spring up a large trade with the lumber regions of Northern Michigan, and the extensive fisheries adjacent thereto; and, it will at no distant day draw its quota of trade, traffic and travel from the Great North West, known as the Red River country and Hudson's Bay Territory, embracing an area of 2,480,000 square miles, with its great variety of climate and soil, whose rivers, lakes and mountains teem with their varied wealth. This vast region has long been held under the monopoly of the Hudson's Bay Company, but is soon to be opened to settlement under the protection of the

Canadian Government, and will add greatly to the importance and commercial resources of Canada and the Great North West.

The discoveries recently made of the rich gold diggings in the vicinity of Fraser's River, is soon to build up an infant province, and will be the means of opening up to settlement all that vast region lying between the valley of the Lake Superior and the Pacific Ocean.

Your committee feel confident that with a bridge across the river at this point, Buffalo will again be restored to her true position, and will be planted on the great natural commercial highway of travel and traffic—to and fro across the continent. A glance at the map of our country must satisfy every mind that with railways centering in our city, running across the peninsula of Canada—connecting with the Michigan Southern, Michigan Central, Detroit and Milwaukee, and Grand Trunk Railways—we shall become the great distributing point of these commercial highways, through which shall pass and repass a tide of traffic and travel in all the future that shall challenge an estimate.

The fact is apparent to every one who has watched the changes in the course of trade and travel for the last five years, that our city has lost much by our lack of energy and our failure to secure to ourselves every commercial facility calculated to enlarge our influence and promote our commercial supremacy. It was an unfortunate day for the Queen City of the Lakes, that let slip the golden opportunity of terminating the New York and Erie, and the Great Western Railways at this point. Our natural position, great as it was, coupled with the inactivity of our citizens, was overborne in favor of other localities, less desirable, and from that day to this we have seen these with other rival routes diverting the living and dead commerce of the East and the West, not only from our city, from the Erie Canal and our railroads, but entirely away from our State, to Baltimore, Philadelphia, Montreal, Quebec, Portland, Boston, and the cities of the Eastern continent. In the International Bridge, in the judgment of your committee, may be found that which must inevitably place us in

our true position upon the great through line of travel and traffic, over this range of Northern states. With the east, we have now every bond of union. Our Erie Canal, a most fitting monument of the noble Clinton, and an honor to our State, unites the waters of Lake Erie with those of the sea-board. The Central Rail Road stretches Eastward to New York, and by its numerous connections lays under tribute every city, town and hamlet in the New England States.

The New York and Erie, running along the Southern portion of our State to the Commercial Metropolis of the nation, and by its connection with the Northern Central railroad of Pennsylvania, brings us within 420 miles of Philadelphia and 442 miles of Baltimore. The completion of this line is to be of great advantage in bringing to our city the choicest and best variety of coal from the fields of Pennsylvania, at a low cost to the manufacturer and consumer, and in furnishing the most expeditious and shortest route from the Southern States to Niagara Falls and the entire North West.

From this point westward a detour must now be made by the traveler, either by way of the Suspension Bridge, or around the south shore of Lake Erie, or he may cross the river on a ferry boat and reach a main route of travel by the Great Western at Paris, via the Buffalo and Lake Huron Railway.

Chicago has surprised the commercial world by her rapid and metropolitan growth—yet it has been attributed to the fact that her citizens saw a mine of wealth lying between her and the father of waters—in those rich prairies—then, and now but partially developed by the hand of intelligent industry, whose overland commerce, at any cost it was their interest to secure; and by the union and combination of a wise foresight, with a liberal expenditure of capital, and an indomitable, unyielding perseverance, on the part of the guardians of her interest, she has to-day, railway terminations, that put her in immediate communication with all the region lying beyond or to the north or south of her, and these advantages have stamped Chicago in point of commercial impor-

tance, as second to no inland city on the continent. Our position is fully equal, if not more advantageous than that of our sister city. She stands at the head, we at the foot of this great chain of inland seas, whose waters, with their tributaries, span the half a continent whose ports are made the receiving depots of the rich products of many States, brought to their granaries, by river, canal, and railroad, to be transported to an eastern market. The aggregate of this commerce in 1855 reached the enormous sum of \$600,000,000, an amount nearly equal to the entire imports and exports of the United States during the same period.

We have not been slow to consider and protect the interests of this commerce brought eastward and carried westward, by sail and steam; but we have too little regarded the tide of living commerce, and the overland traffic that, leaving the noble steamer and the fitting sail, seeks its transit on the iron rail; and which shall in all time to come add to the wealth of other localities; if we fail to unite Canada to the Empire State by throwing across the river, at this point, this great commercial highway—the International Bridge. If this is done, it settles the termination and secures the traffic of the Niagara and Detroit Rivers Railway running along the north shore of Lake Erie to the Detroit River, there connecting with the Michigan Central, Michigan Southern and the Detroit and Milwaukee Railways, a line which, as between the East and West, shall have the advantage of shortening the distance more than fifty miles as a working route over any competing one either in Pennsylvania or Canada.

Powers are given in this charter by which a direct connection will be made by the Grand Trunk Railway with the city of Buffalo, by the building of a road from any point on the Grand Trunk to this new line. As the Grand Trunk is to be continued from Sarnia to Grand Haven, crossing Northern Michigan, it is very important not only to secure this new connection, but the influence to be brought to bear upon the future growth of our city by union and concentration of these roads at this point.

Your committee have every assurance from those intimately connected with this new route that the road will be commenced during the present season, and that it will be pushed forward to completion with all possible despatch. This will complete the last link in one of the two great commercial thoroughfares, starting at the sea-board and stretching on westward across more than half a continent peopled with its active millions. These two great central routes gather up and pass eastward and westward the products and travel of an area of territory of over 900,000 square miles, a large portion of which is still undeveloped by the hand of industry. Our railroads are the great commercial arteries of the nation, and these lines starting at the city of New York as the pulsating heart of this sisterhood of States, shall ere long bind together all lands and States lying between the Atlantic and Pacific coast, in the closest and most intimate commercial relation. This is no idle fancy, but the lesson taught by past experience. The West but yesterday was in Michigan; to-day it is on the far-off shores of the broad Pacific.

It must be apparent that the recent action of the New York Central Railroad—in the purchase of the Canandaigua and Niagara Falls road—will not prove altogether satisfactory to the Great Western, when they find themselves cut off from any connection in any way with the New York and Erie, and the Northern Central of Pennsylvania. This fact, added to another equally apparent, that the Great Western cannot, nor does she bring any property to the Suspension Bridge, that desires to seek an eastern market through the Erie Canal—may at no very distant day, induce that road to lay a track, from some point on the high lands near Woodstock, on their present line directly to the city of Buffalo.

The following, taken from a private letter from a distinguished friend of the Bridge enterprise in Canada to one of our citizens, your committee submit as a fair expression of the public sentiment throughout the Province of the importance of the International Bridge, both to that region and to the future of the city of Buffalo:

"CALEDONIA, June 25, 1858.

"DEAR SIR:—I am glad to see our Legislature has perfected the International Bridge Bill, and I now hope, sincerely, your city will lose no time in placing that important undertaking in a progressive position, as this, in my opinion, will fix the terminus of the Great Southern Railway at Buffalo, and not only secure this valuable consideration to your city, but make it the terminus of the *Great Western*, also.

"If you construct a bridge such as the traveling and business community will have confidence in, you may safely calculate on securing, at no distant day, nearly all the travel and traffic passing through the Niagara peninsula, by the Buffalo and Lake Huron, the Great Western, and Great Southern roads. It may be taken for granted, the Great Western will build a double track for the business of that road; and it may, also, be considered certain, that such track will be laid down on the table land of the peninsula, from Paris eastward. This the company will be forced to do, in view of the superior route secured to the Great Southern, and it requires but little foresight to see that the feeling which must ultimately arise in the public mind, in reference to the insecurity of the Suspension Bridge structure at the Falls, will force the Great Western Company to make their terminus at your city, if a safe and permanent means of crossing the river at that point is provided. I would, therefore, again express a hope that the citizens of Buffalo will lose no time in forwarding to completion so important an adjunct to the prosperity of their city, as the International Bridge.

"Your committee would further state that in their opinion, if a bridge is built over the river, the charter of the Fort Erie Railway granted during the session of the last Parliament, will be put into speedy execution, and a line will be built to Chippewa from Fort Erie—twelve miles—there connecting with the Erie and Ontario road, and thus forming a through line by steamer to Toronto and other Canadian ports. A branch from this road is also authorized to be constructed to Port Robinson, there connecting with the

Welland Railway, crossing the Great Western at Thorold. Your committee feel confident that the International Bridge will control the termination of all the railways, either now or to be built in future, across the Peninsula of Canada, and the failure to construct such a bridge as will command the confidence of capitalists and the great commercial community, will inevitably be the means of throwing across the gorge at the Falls another structure, the initiatory steps to which have already been taken, and we shall then look in vain for any increase in our future trade and through travel with Canada and the North West over the iron rail."

Your committee report that they find that the Suspension Bridge thrown across the river at the Falls for the purpose of passing the travel and traffic of the Great Western, and the Rochester and Niagara Falls branch of the Central Roads, has become, and is to-day one of the best paying stocks on this Continent, giving to the shareholders each year from 14 to 30 per cent. upon the cost of the structure. As the result of this international communication, two thriving villages have sprung up on each side of the river. If such results have been brought about from bridging the Niagara at a point destitute of population, forming a mere union of two main lands, for the passage of the travel and traffic invited thither by a through line of railway—what may not be expected by bridging the river at this point, with our city of 100,000 souls—with our Erie Canal, affording the cheapest mode of transit for property through the State to an eastern market—with all our railways now completed, centering at this point, and with all the roads in Canada—whose eastern terminus and entire future hangs contingent upon the construction of this great commercial highway.

Your Committee feel that, with the great number of competing routes for the Western trade, our city has been greatly damaged in its growth and prosperity, and they submit a few facts, as showing the amount of that diversion over a few of the leading routes.

The following will show the receipts at Dunkirk by Lake and Railroad from the West, which constitute the total shipments from that point on the New York and Erie Railroad during the year 1857:

Flour, bbls	354,072	Tobacco, lbs.....	3,492,000
Whiskey, bbls	53,152	Copper, lbs	4,253,384
Beef, Pork, &c.....	71,324	Wool, lbs.....	2,221,048
Eggs, bbls.....	6,629	Butter, lbs	1,208,400
Wheat, bu.....	93,443	Cattle, No.....	30,558
Corn, bu	114,652	Hogs, No.....	145,265
Sheep, No.....	44,092		

There was transported eastwardly over the Baltimore and Ohio Railroad during the past four years:

	1854	1855	1856	1857
Flour, bbls	709,495	533,320	910,596	791,585
Tobacco, hhds.....	14,543	13,081	16,829	11,440
Grain, tons	11,675	7,498	27,231	15,371
Total tons	661,597	622,589	703,377	723,019

Amount of commodities transported westwardly from Baltimore on the Baltimore and Ohio Railroad, during the past three years:

	1857	1856	1855
Total, lbs.....	266,420,084	255,875,677	229,346,798
Total, tons.....	133,210	127,937	114,673

Amount of miscellaneous articles transported from Pittsburg to Philadelphia, over the Pennsylvania Central Railroad during the past three years:

	1855	1856	1857
Total, lbs.....	212,968,123	177,415,403	189,809,125

Statement showing the amount of the different articles forwarded from Philadelphia to Pittsburg over the Pennsylvania Central Railroad during the past three years:

	1855	1856	1857
Total, lbs.....	130,099,334	152,903,718	154,336,606

The above tables exhibit only the through freight traffic; the local we have omitted.

The following will, however, show the total freight movement over this road, in tons, during the past five years:

	'57	'56	'55	'54	'53
Through East	94,906	88,707	106,406	45,118	34,302
" West.....	77,167	76,456	65,564	56,823	38,837
Local East	238,127	196,230	127,614	13,321	10,151
" West.....	120,220	92,599	65,302	47,966	18,797
Total	530,420	453,992	364,887	160,231	102,088

Below will be found the through business of the Great Western Railway since its opening.

The following will show the total number of tons of Goods, Merchandize, &c., forwarded from Suspension Bridge over the Great Western Railway for the years ending July 31, 1855, 1856 and 1857:

1855	16,467 tons.
1856	53,868 "
1857	52,738 "

Statement showing the quantity of produce, &c., forwarded from Windsor, the Western terminus of the Great Western Railway, over that road during the past three years:

	Flour bbls.	Pork bbls.	Wheat and Corn bu.	Oats bu.	Merchandize tons.
1855	74,250	8,960	94,783	5,626	5,775
1856	80,865	9,939	181,427	16,108	7,094
1857	52,350	4,469	265,130	54,051	8,304

Your Committee would state that their tables only show the diversion of the through traffic. Statement of the quantity of flour transported over a few of the principal railroads between the East and the West during the past eight years:

	Transported by Baltimore & Ohio Rail Road.	Transported by Pennsylvania Central Railroad.	Transported by Great Western Railway.	Transported by Grand T. Railway to U. S.
1850.....	508,127	.....	.....	.....
1851.....	471,872	2,805	.....	.....
1852.....	617,604	23,515	.....	.....
1853.....	668,160	145,625	.....	.....
1854.....	709,495	102,625	53,674	.....
1855.....	533,300	417,054	267,196	.....
1856.....	910,596	216,071	285,780	146,362
1857.....	791,585	325,815	250,836	266,744

In the above table we have omitted the New York and Erie Railroad, for the reason that that road never publishes any detailed statement of its freight transportation. The receipts of Dunkirk, so far as we have been able to obtain them, will sufficiently represent the quantity carried by that road.

The result of these figures should satisfy every one in the opinion of your committee that the commerce of the country will in all the future be largely transported by the locomotive over the iron rail—and in order to secure to ourselves the share which naturally our position demands, we must give commercial facilities equal to those offered by other rival and competing routes.

The total value of the through traffic over the five principal railroads between tide water and the great lakes and the Ohio river, reaches yearly the sum of nearly \$300,000,000, while in 1850 it did not amount to the sum of \$10,000,000. Your committee feel that in whatever proportion this overland commerce may be brought to pass through our city, in the same ratio will it tend to the increase of our growth and commercial prosperity. This must result from the fact that as the railways in Canada are all of uniform gauge, and that not corresponding with any road running eastward from our city, all property must be here transhipped and distributed to the Erie Canal and our various railroads, for its transit to tide-water. Your committee have no means of ascertaining the amount of diversion of travel over these various routes. One thing we do know by sad experience, that formerly we had thousands of persons passing through our city, filling our hotels, patronizing our merchants, purchasing goods of our wholesale dealers and manufacturers, and crowding the decks of our noble steamers that are now lying idle at our docks, and thus giving life, energy and activity to the commercial pulse of our city. These days have passed away, and not because community tired of traveling in the pursuits of business or pleasure have settled down in the quiet of home and retirement. The truth is, people travel, but they find other avenues where better facilities are offered, than we are now prepared to furnish. Your committee are able to state

that in their examination of the bridges on the lines of railway in Canada, that the Grand Trunk Road which has been largely aided in its construction by funds drawn from the public treasury of Canada—has no bridges on its entire length, except those built in the most permanent character, of either wrought iron, tubular or stone arch construction. All of their culverts or water-ways, of which there are on the whole line about 1500, varying in length from 2 to 12 feet, are built in the same permanent manner of either iron or stone. There are on the line as far as completed, 124 bridges, containing 6210 tons of wrought iron, and having a total length of 21,890 feet.

A bridge over the River Ottawa has one span of 200 feet, 4 of 90, 11 of 60—total length 1432 feet. This is a tubular bridge through which the train passes, while a large majority pass the cars through or over the top of tubular girders. Another branch of the Ottawa is crossed by a bridge of 17 spans with a total length of 1484 feet. Port Hope viaduct has 52 spans, varying from 30 to 60 feet, with a total length of 1856 feet, and a height of 52 feet. The Humber Valley, 10 miles west of Toronto, is crossed by a bridge of 9 spans of 60 feet each, with a height of 70 feet. Credit Valley, 29 miles from Toronto, has a bridge crossing it of 8 spans of 96 feet each, and is 121 feet above the water level. Crossing Gramosa Valley, is a bridge of 8 spans of 60 feet each. The River Speed, at Guelph, is crossed by a bridge of 6 spans of 60 feet, and one of 80. This bridge has a carriage road provided for between the pillars which support the superstructure carrying the railway. These your committee report as a few of the most important structures upon this line of railway. The trains run at full speed over all these bridges, and there is a solidity and permanency that must commend itself to every intelligent mind. Costing double in the outset, the only repairs necessary is a coat of paint about every six years, and they are secure for generations. They are all built upon the English style of durability and permanency.

The same is true of the entire road, its station houses and equipments. Your committee feel that it is quite true that this may be properly styled the Grand Trunk of America, and from intimations furnished them in their recent tour, your committee believe it is soon to become the Pacific Railway of the continent. Your committee were permitted to make a thorough examination of the world renowned Victoria Bridge, and from its celebrated engineer, Mr. A. M. McKenzie Ross, they have the following brief description of this great work. Number of spans 25, the centre one being 330 feet, and 60 feet clear height above summer water level. The remaining 24 spans, being 12 on each side, the centre spans are of a uniform width of 242 feet each, and gradually falling to a height of 36 feet above water level at the extreme ends. The length of the tube will be, when completed, 6,600 feet, weighing about 9,600 tons. Length of abutments, 240 feet each. Length of the western embankment, 1,200 feet. and that of the eastern 800. Total length 9089 feet. Contents of masonry 240,000 tons.

Contents of embanked approaches, 240,000 cubic yards of material; width of tube throughout 16 feet. Height at the extreme ends 20, increased to 22½ feet in the centre. Cost \$6,250,000. This structure was begun in 1854, and will be completed in 1859. The current in the river at this point is from 8 to 10 miles per hour, and the piers already built, of which 16 were entirely finished when your committee examined the work, have tested their ability to withstand the ice, which during the long and severe winter accumulates in Lake St. Francis, and the St. Lawrence, and on the opening of the river in the Spring, sweeps down in great quantities, and of the thickness often of three feet. Your committee feel confident that this is one of the boldest engineering enterprises of the nineteenth century. When completed, it will close the gap over this mighty river, and form a continuous line of railway of uniform gauge, stretching hundreds of miles now, and soon to be computed by thousands westward, not only across both provinces, but reaching on through the entire

9089 ft

\$
6,250,000

British possessions to the golden shores of the broad Pacific.— Your committee learn that a large expenditure has been made at Portland in preparing docks and suitable conveniences for transshipment to ocean steamers and packet ships, the rich products of the far west.

The Grand Trunk have now agencies at different points on the continent where the emigrant can pay his passage money to any place in Canada, or the Western and Northern States, thus avoiding the change of luggage and the shifts which so often embarrass and rob the pioneer and emigrant in his journey from the old to the new world, in search of a home. These facilities, on the part of this route, show us that we have a powerful competitor, and we should be wise to avail ourselves of every opportunity to strengthen our position.

Your committee are gratified in being able to say the Southern road has the entire approval of the Grand Trunk Company; and as provision is made in the charter of this new line, by which the Grand Trunk will have a direct communication with our city; no doubt can exist in any mind as to its important bearing upon the future of our prosperity. The success of the late experiment in the use of steam in navigating the Erie Canal, is to inaugurate a new era, in the history of this great commercial waterway. This added to the new policy adopted by our Canal Board, the last winter, of low tolls, which, although doubted by some as unwise for the interest of the State, has been fully demonstrated, by the afterward of business, drawn from other competing routes both in and out of our State.

These advantages will draw largely to the Erie Canal in all the future, from all the fertile fields of the West the rich products of those vast regions and pour them at a cheap cost of transportation into the markets of the never satisfied and insatiable East.— Every patriot may justly feel proud of this noble work, and it should be ours, as we love the memory of the immortal CLINTON, to defend, this, his legacy, as against all its assailants.

Every footfall of progress made by the bold pioneer in establishing new homes far on to the westward, is a new commercial instrumentality, that may add to our wealth as a city and strengthen the commercial supremacy of the Empire State.

Your committee after a full investigation of this whole subject, from most ample opportunities to learn the sentiments and wishes of those interested in Canada desiring to find an eastern market through our State, from facts gathered from those entrusted with the charge of railways now running across the Peninsula of Canada, as well as those soon to be constructed; from all these sources they are confident that they will be borne out by future developments, in the opinion that the city of Buffalo, will grow in the years that are to come, in wealth and importance far beyond our estimate, if we are wise and avail ourselves of what now is sure to control the termination of all the leading railways running eastward across the Province from the Detroit River and the Lakes.

The International Bridge, your committee feel confident, will be the means of centering all these railways at this point, beside it will furnish a market for a large section, adjacent to our city, including the county of Welland, with its population of 30,000, and a soil better adapted to culture than that lying to the eastward in our county. Your committee do not desire to discuss the question as to the kind of structure it is expedient to erect. One thing is evident, that if a bridge is constructed under the guaranty of the city, and at any cost to the corporation, it is desirable that we shall have value received at the end of the guaranty, in a structure of such a character as will merit the confidence of the community.

This is an international enterprise, and there are two companies whose jurisdiction each extends to the centre of the river. In their enlightened wisdom, we have a safeguard that they will look to all interests, and if they build, will erect such a structure as will command the confidence of capitalists, and will secure the termination of the leading railways in order to bring a remunerative revenue. As to the amount of revenue to be derived from the construction of

the bridge your committee have learned that the Buffalo and Lake Huron Railway now pass their traffic over the river at a yearly cost of upwards of \$50,000. As their business will be largely increased when they shall have floating connections, soon to be established, from Goderich with Northern and Western ports, and as the bridge would enable them to largely increase their passenger trade and traffic, by avoiding the inconvenience and annoyance of the ferry system; therefore, your committee have no doubt that a contract can be made with this Company for the use of such bridge when completed, conditioned to pay an amount per annum equal to the expense of crossing by their present ferry. This will be the stepping stone to success to this road, and a serious hinderance to its business must arise from the difficulties of their present crossing, much as it has been improved by their works erected during the last year. The Detroit and Niagara Rivers Railway Company have a clause in their charter by which the Directors are authorized to make a contract for traffic arrangements with the International Bridge Company, when the same shall be erected.

Your Committee have the assurance that a similar contract for the sum of \$60,000 per annum can be made with this company. Additional to this we should have, in the opinion of your committee, a large revenue from the tolls taken from the carriage and footways. The following rates of tolls, authorized to be collected, must satisfy every mind that a large income must accrue from other than railroad travel and traffic:

“For every foot passenger entering upon or passing over, twenty-five cents; for every horse and single carriage, fifty cents; and an addition of eighteen and three-fourth cents for every passenger actually traveling in such carriage, and all other passengers, twenty-five cents each; for double carriages and two horses, one dollar, and the same rates for passengers, and twenty-five cents for each additional horse attached to such carriage; for sheep passing, one and a half cents a head; for swine, two cents each; and for neat cattle, six cents each.”

Ample provisions are made for giving to each railway, the right of crossing and the use of the bridge, and the company is fully authorized to make such contract as will be seen by the following extract from the charter:

§ 16. "Whenever said bridge is so completed as to admit of the passage of railroad trains, the said company may erect such gates and fixtures to guard the entrance of such trains upon the bridge as the Directors may deem proper; and may make such by-laws, rules and regulations, not inconsistent with the provisions of this act, in relation to the use of said bridge, its machinery, appurtenances and approaches by railroad companies, their trains and carriages, and the compensation to be paid therefor, as said directors may think proper; but no discrimination shall be made by said directors in favor of, or against any one or more railroad companies, in relation to the use or passage of said bridge, its machinery or approaches, or the compensation therefor."

The foregoing considerations clearly indicate the importance of laying hold of the golden opportunity of encouraging an enterprise that will be instrumental in bringing again to our city a trade and tide of travel and traffic, that has been for a few years past, largely diverted over rival and competing routes to other localities. This bridge will enable us to supply Canada with coal, and the increase of this trade will revivify the Pittsburgh Railroad, and soon put us in immediate communication over this road with the rich coal fields lying near the southern boundaries of our State. With all our commercial advantages, with the new era of steam on our Erie Canal, with the new avenues of trade contingent upon the construction of this commercial highway, over the Niagara River, the Queen City of the Lakes has a bright future in prospect. The age in which we live is one of bold achievements. The thoughts of yesterday are to-day heralded as the fulfillment of grand and noble triumphs.

The lightning's mysterious pathway—deep laid beneath "old ocean's briny wave," has laid man's wisdom under tribute, and now

binds mother and child in twin companionship and inaugurates a new instrumentality of peaceful and commercial intercourse. As electricity has triumphed over the wide waters of the Atlantic, so let the wants of commerce throw over the broad Niagara the International Bridge which shall be another bond of union, most intimate and complete between the Empire State, the noblest in the confederation, and Canada, the fairest portion of the British Provinces.

All of which is respectfully submitted,

ALONZO TANNER.
 THOMAS TRUMAN,
 B. H. COLEGEOVE,
 EDWARD S. DANN,
 MICHAEL HAGAN,
 JOHN AMBROSE,
 S. BETTINGER.

Proposition of the Buffalo and Lake Huron Railway Co,

BRANTFORD, CANADA WEST,
 BUFFALO AND LAKE HURON RAILWAY Co's. OFFICE, }
August 21st., 1858.

TO THE HON. COMMON COUNCIL OF THE CITY OF BUFFALO:—

GENTLEMEN:—The Buffalo and Lake Huron Railway Company being sensible of the importance of a good substantial Iron Bridge being erected over the Niagara River from Buffalo to Fort Erie, hereby agree to pay you yearly a rental of forty thousand dollars for its use, for their traffic for a period of fifteen years, from the time of its completion. Should you deem it to be needful to require any increase of this amount hereafter, I shall be ready to submit the matter for consideration of the London Board, although I do not feel myself authorized to go beyond this amount for the present.

I am gentlemen, your most obedient servant,

J. MACKIRDY, Chairman.

Proposition of the Niagara and Detroit Rivers Railway Company.

OFFICE OF THE
 NIAGARA AND DETROIT RIVERS RAILWAY Co., }
 HAMILTON, C. W., October 1st, 1858.

Moved by Mr. Smith, and seconded by Mr. McKay—

That in consequence of the Great Western Railway Company claiming an exclusive right to use the Railway track over the Suspension Bridge at Clifton, it is necessary that this company shall forthwith consider by what means adequate facilities can be secured for the passage of the traffic of their railway, across the Niagara River.

Moved by Mr. McKay, and seconded by Mr. Powell—

That the Niagara and Detroit Rivers Railway would obtain a vast accession of traffic by means of direct Railway communication with the great commercial city of Buffalo, on which point the New York Central and New York and Erie Railways converge, and through which the Niagara and Detroit Rivers Railway would unite with the Erie Canal and with the Railways of New York and Pennsylvania, and those of the whole of the New England States. That therefore the passage of the Niagara River can be advantageously effected by means of the proposed International Bridge at Buffalo.

Moved by Mr. Monro, seconded by Mr. Kolfage—

As the Niagara and Detroit Rivers Railway may fairly be expected to become the great arterial route between the Eastern and Western States of America; it is therefore a matter of the utmost importance to the interests of this company that the bridge to be erected across the Niagara River should be of the most permanent character, in order that all risks of interruption to the traffic of the railway, may far as possible, be avoided; and it having been represented to this company, that the International Bridge Company propose to erect at Buffalo, a substantial bridge having piers of

masonry and a superstructure of wrought iron, the cost being estimated at \$2,500,000, on which sum a guarantee of \$150,000 per annum, being interest at the rate of six per cent., is required in order to facilitate the raising of the required capital; and it being also understood that the Buffalo and Lake Huron Railway Company are prepared to pay a rental of at least \$40,000 per annum for the use of the railway track on the said bridge; and further, that the city of Buffalo may be expected to guarantee a large proportion of the required amount;

Be it therefore Resolved:—That this company, for the purpose of securing the right to use the railway track across the said bridge for all time to come, and in order to aid in providing the amount of guarantee necessary to secure the early erection of the bridge, it is prepared, and hereby pledges itself, to pay for the use of the said railway track, the annual sum of \$80,000, (the city of Buffalo guaranteeing the required balance of interest) provided that the Niagara and Detroit Rivers Railway Company have conferred on them all the rights, powers and privileges contained in the International Bridge Charters to charge and collect tolls on their passengers and freight passing over said bridge.—The rent to commence on the completion of the bridge, and the payment thereof to be conditional on the erection of a permanent structure, on a plan to be approved by this company, and of the character above mentioned.

I certify the above to be true copies,

GEO. MCBETH, President,

W. LYNN SMART, Secretary.

To the Common Council of the city of Buffalo, N. Y.

**Brief Exhibit of the growth and Commerce of the City
of Buffalo.**

Buffalo was founded in 1801 by the Holland Land Company, but for a long period it made but little progress.

In 1814 it was burned, at which time, out of two hundred dwellings one solitary tenement remained to point out the site of the infant city. Its growth was scarcely perceptible, until the year 1825, which was signalized by the opening of the Erie Canal, thus forming a great commercial waterway from Lake Erie to the Hudson River.

Since that period, its prosperity has been unbounded, and its rise in the scale of importance as a commercial city has been such as its original founders could never have dreamed of.

The following will show the prospective growth of Buffalo, compared with the past twenty years.

POPULATION.	ESTIMATED
1830.....8,668	1860.....110,000
1835.....19,715	1865.....130,000
1840.....21,838	1870.....180,000
1845.....34,656	1875.....250,000
1850.....49,764	1880.....300,000
1855.....74,214	

The present population is estimated at 100,000.

The following will show the valuation of the real and personal estate in the city of Buffalo, during the past five years.

1853.....	\$22,837,300
1854.....	29,973,509
1855.....	33,037,711
1856.....	35,488,746
1857.....	37,487,061

The general city tax now amounts to about \$300,000 annually. The total city debt is now \$532,160.

The city of Buffalo is unquestionably one of the best paved, sewered, and lighted cities in the Union. For the large expenditure for local improvements, amounting for several years past to

about \$300,000 a year, we have something valuable and substantial to show. There are $251\frac{1}{2}$ miles of located streets within the city limits; 39 miles of paved streets, which at an average of \$32,000 per mile, cost \$1,248,000; $38\frac{1}{2}$ miles of sewers, averaging $2\frac{1}{2}$ feet in the clear, which, at an average of \$1.50 per lineal foot, cost \$304,920; there are 205,000 lineal feet of stone side-walks, which, at 90 cents a lineal foot, cost \$184,500; there are 108 miles of plank side-walks of an average of four feet in width, costing on an average $18\frac{3}{4}$ cents per lineal foot, laid at an expense of \$106,920; the city is lighted with 2,200 lamps, and the district lighted by gas is extended every year.

There were 267 manufacturing establishments in the city in 1855, employing 6,848 persons, having a capital invested in real estate, tools and machinery, of \$4,000,000, and turning out over \$10,000,000 worth of manufactures.

In the fall of 1838, the first consignment of wheat was received in this city, consisting of thirty-nine bags shipped hither from Chicago. This was the first grain shipped from Lake Michigan ports, and was the total shipment made during that year. The increase has been very rapid, until Buffalo is now the largest grain market in the world.

The following total receipts of grain and flour reduced to wheat for the past eight years from all sources, will show the yearly increase more plainly.

1850	.... 12,056,199 bushels.	1854	.... 22,286,482 bushels.
1851	.... 17,772,979 "	1855	.... 25,022,177 "
1852	.... 20,230,404 "	1856	.... 26,946,560 "
1853	.... 15,977,936 "	1857	.... 20,398,454 "

or a total of 160,761,191 bushels of grain for a period of only eight years. Of this enormous amount, at least half changed hands in the Buffalo market.

The total receipts of grain at this port for the year 1858, will amount to more than 30,000,000 bushels.

RECAPITULATION.

The following is a recapitulation of some of the leading items of the trade and commerce of Buffalo, for 1887. The most of the aggregates are larger than those of any inland city on the continent.

Population of the City	100,000
Value of real estate	\$29,857,291
Value of personal property	8,125,770
Capital of the Banks	\$37,487,061
Aggregate receipts of all grain, bu.	\$2,633,511
Reported sales of flour, bbls.	20,052,639
" of wheat, bu.	4,640,000
" of corn, bu.	3,700,000
" of oats,	900,000
" of other grain, about	100,000
Grand total of reported sales, including flour reduced to grain	10,359,000
Flour manufactured in the City, bbls.	215,000
Receipts of Cattle, No.	168,203
" Live Hogs, No.	307,549
" Sheep, No.	117,468
	533,220
Number of entrances and clearances of vessels into and from the Port	7,581
Number of tons of same	3,221,806
Storage capacity of Elevators, bu.	2,215,000
Elevating capacity per hour, bu.	38,000
Tonnage of vessels built during the year	18,256
Value of same	1,180,500
Tonnage of lake vessels owned in the city	88,136
Value of same	\$3,382,000
Shipments of wheat to points in this State west of Troy, bu.	3,556,000
Number of tons of property shipped by Canal	571,520
Aggregate of tolls collected	\$598,470
Number of tons of property which arrived by Canal ..	318,940
Estimated value of articles manufactured in the City ..	\$10,000,000
" property which arrived by railroad from the West	\$13,760,000
Average value of property received by Lake	31,846,572
Estimated value of property by railroad from the East ..	58,394,000
Average value of property arrived by Canal	46,627,526
Total value of property which came to the City ..	\$153,628,098

5555

